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PACIFIC FISHERMAN

OCTOBER
1951

A Miller Freeman Publicatio

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The value of Willard quality has been proved again and again during the past 47 years. It gives the Willard Battery you buy 3 big economy extras . . . *extra* dependability . . . *extra* performance . . . *extra* long life. For low cost on every battery job . . . buy a Willard. They're sold and serviced throughout the United States and Canada.

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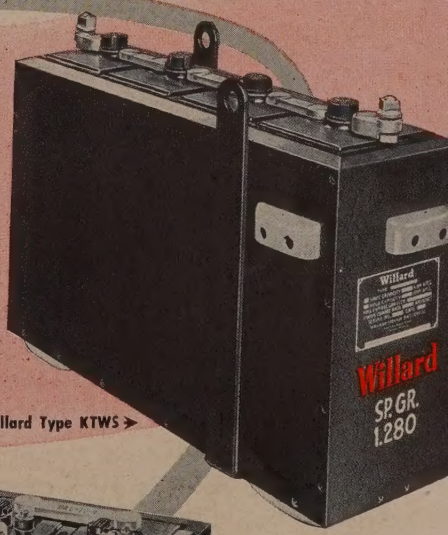
There's a Willard for Every Battery Job.



Willard Type KTWS ➤

Willard Type DRG ▲

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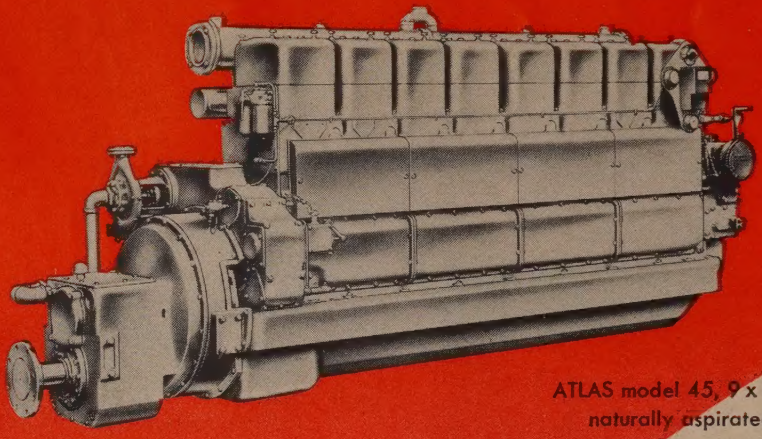
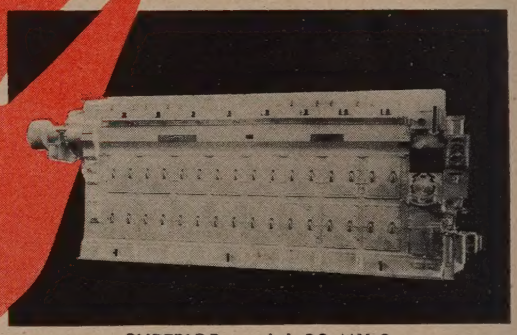


ATLAS model 45, 9 x 10½, naturally aspirated.

Fishing Craft owners use ATLAS and SUPERIOR 4-CYCLE DIESEL ENGINES



SUPERIOR model 80-MX-8, control side.

There's conclusive proof in the performance records of Atlas and Superior Marine Diesel engines that they are built to give dependable service for many years—with extremely low overall operating cost, considering fuel and lubricating oils, maintenance, and availability for service.

Check their design, rugged construction and precision workmanship—the products of experienced engineering, continuous research and modern manufacturing facilities. You will realize why these engines can give you better, more profitable service.

An Atlas or Superior engine is available to fit your requirements. If you want *more power in your present hull,* a reduction-gear model will provide it in the space now occupied by your direct-drive engine.

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ENGINE DIVISION

Plant and General Sales Office: Springfield, Ohio

Superior ENGINES

ATLAS Imperial DIESEL ENGINES

DIESEL ENGINES
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GAS ENGINES

PACIFIC FISHERMAN

A Miller Freeman Publication

Vol. 49 **No. 11**

OCTOBER, 1951

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Los Angeles 17, 815 Witmer St. ..... DU. 9-1112
A. W. Ponsford, Associate Editor

San Francisco 5, 121 Second St. ..... CA. 1-5887
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LAST MINUTE NEWS SUMMARY

Milo Bell and Don Johnson Join Washington Fisheries

Milo Bell, formerly chief engineer of the International Pacific Salmon Fisheries Commission, and Don Johnson, assistant director of research, Oregon Fish Commission, are joining the staff of the Washington Department of Fisheries, it was announced late in September.

Mr. Bell will occupy a new position as coordinator of the department; and Mr. Johnson will be in charge of biological research.

The appointments followed turmoil in the department, which developed on the heels of dismissal of E. M. Benn as chief of patrol by Director Robert Schoettler. Norman Riddell, chief biologist, and John Hurley. stream improvement chief, resigned when the state personnel board upheld Benn's dismissal.

Subsequently 17 members of the staff submitted their resignations, but after a few days all but three of these requested reinstatement.

Mr. Bell is highly regarded as perhaps the world's foremost specialist in engineering and construction as they relate to migratory fishes. Mr. Johnson has wide respect as a biologist and administrator of fishery research.

Calpack Opening $32 on Reds

Opening prices on its 1951 salmon were announced by California Packing Corporation late in September, with tall Reds at $32, halves Red at $19, Puget Sockeye halves $21, tall Pinks $21, tall Chums $16.

The distributive trade generally held to its earlier market position, $1 per case under Calpack on both Red items.

Puget Pinks Disappointing

Going into the last week in September, the Puget Sound salmon industry generally was obliged to admit that the Pink salmon season was about over, and that volume would be in the neighborhood of 350,000 cases—a long way from the 600,000 cases which had been hoped for at the start.

While there will be some Chum canning on the Sound, it will be more largely from local fish than last year, when raw fish imports from British Columbia added greatly to the pack.

To Investigate Fillet Imports

The United States Tariff Commission late in September instituted an investigation of fillet imports into the United States, taking the action at the application of the Massachusetts Fisheries Association.

Object of the investigation is to determine if fillets are "being imported . . . in such increased quantities . . . as to cause or threaten serious injury to the domestic industry."

SOUND INSURANCE PROTECTION

For The Great West Coast Fisheries!

ALONG the whole sweep of the Pacific Coast, the Marine Office of America is on guard to protect from loss the substantial marine interests of the Salmon Industry and the great West Coast Fisheries.

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Sound insurance protection is vital to the successful operations of the fishing industry of the Pacific. *The Marine Office of America provides it!*

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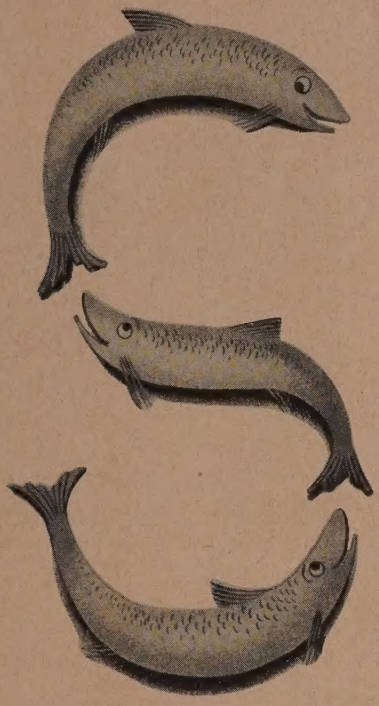
OCEANS OF SERVICE



-the reason why so many western fish canners like to do business with us

FOR SARDINES or any other kind of fish, nothing beats a Continental can. They're always clean, bright and tight.

But the main reason why people like to do business with us is the service that goes with our cans. Because we make sardine cans in the West, our experts are always right on hand. This year they'll travel more than a million miles by train, plane and car to bring our customers the benefit of their experience.

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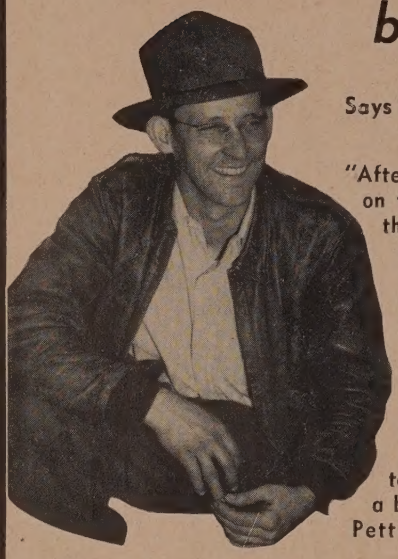
"Bottoms, Hulls and Houses Protected by PETTIT PAINT"



Says **HOWARD R. SAGSTAD, Partner, Sagstad Shipyards, Seattle, Washington**

"After months of activity on the fishing grounds, the boats all have an outstandingly fine appearance. An extra word for the "Fume Proof" white; it is really tops in white paint and we are particularly impressed by the ease of application. This too, has always been a big point in favor of Pettit Bottom Paints."

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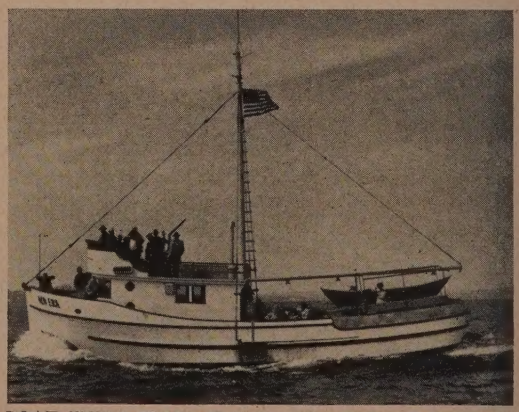
BOAT "SHIRLEY"—Built for Reider Thomassen, Petersburg, Alaska—1951.

BOAT "LOUI M"—Built for Leonard Martens, Petersburg, Alaska—1951.

BOAT "CLAUDIA H"—Built for Harold Peder Hansen, Seattle—1951.



BOAT "NEW ERA"—Built for Wm. Selset & Reidar K. Selset, Seattle—1951.

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Four and a half billion pounds of fish a year! That's what your job means to America in these days of emergency. The nation depends on you for a major part of its food supply. And you depend on your engine to get you out there and bring home the catch.

Olaf Westby, fishing out of Seattle in his 24-ton halibut boat *Princess,* is typical of the men who do this vital job. The *Princess,* 48′ x 14′ x 7′, gets plenty of speed and dependable power from her "Caterpillar" Diesel D318 Marine Engine.

Military needs and Defense Rated Orders are taking their share of "Caterpillar" Engine and parts production. A shortage of steel and other materials adds to the difficulty of supplying all civilian demands. This means just one thing—*present equipment must be kept in use.*

Proper operation and maintenance of your "Cat" Diesel are more important now than ever before. Anticipate your parts needs. Talk it over with your "Caterpillar" dealer—your working partner in this critical time. If a part is not readily available, he has the tools and knowledge to rebuild worn parts if necessary. He'll do everything in his power to keep your engine working and earning.

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You're the Doctor

Careful lubrication practices will add much to your satisfaction through equipment performance, economy and long life. Use *only* recommended lubricants, changing the lubricant at proper intervals—and use *only* "Caterpillar"-proved filter elements. Remove dirt from fittings and clean around the crankcase filler cap before adding oil. Consult your Lubrication Chart.

REREAD YOUR OPERATOR'S INSTRUCTION BOOK

Good care can add many extra hours of equipment life.

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5. **Which can?** Whatever your need, wherever your need, Canco has the *right* package.

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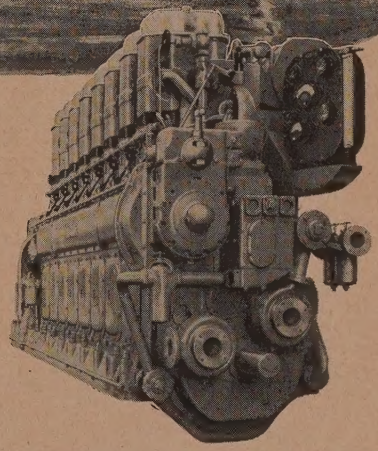
37,000 hours

— Not one hour lost through engine failure!

Since 1946, rugged and dependable Enterprise Diesels have carried these two top tuna clippers through 37,000 hours on the job—logging an equivalent of more than 16 times around the world—*without a single hour lost as a result of engine breakdown*. Periodic engine servicing has required a minimum of down-time for repairs, and few replacement parts.

Enterprise Diesels are constantly turning in similar records of performance and efficiency on all types and sizes of workboats, commercial and fishing craft. For long-run economy, specify Enterprise—the choice of marine power experts. Full information on request.



Main propulsion for the "Chicken of the Sea" is an Enterprise turbocharged Model DMQ-38, rated 1500 HP at 300 RPM, with two Enterprise 200 KVA auxiliary generator sets.
The "White Star" is powered by an Enterprise turbocharged Model DMQ-36, rated 1200 HP at 300 RPM.

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accurate circling for more oysters

► The big job for the skipper on an oyster dredge is to keep circling evenly over the beds without interrupting the continuous dredging operations. With the Sperry Magnetic Compass Pilot giving a "hand" at the helm, these operations become far less difficult.

► To give a specific instance . . . the Sperry Magnetic Compass Pilot saves time and work for Captain Al Reiter by keeping his dredge CAPTAIN over the beds until the last oyster is brought up to complete the deck load. He finds it quicker and easier to turn the Remote Controller knob than "to horse" the big steering wheel around.

► And more productive, too. The Magnetic Compass Pilot keeps the ship circling to cover the bed more evenly—holds rudder so bow can't swing around during dredging—leaves Captain Reiter free to operate the winches.

► On the CAPTAIN the Magnetic Compass Pilot is used continuously whenever the vessel clears port. Captain Reiter finds the instrument very useful in fog on a set course. If danger threatens, he can alter course instantly with a twist of the course change knob.

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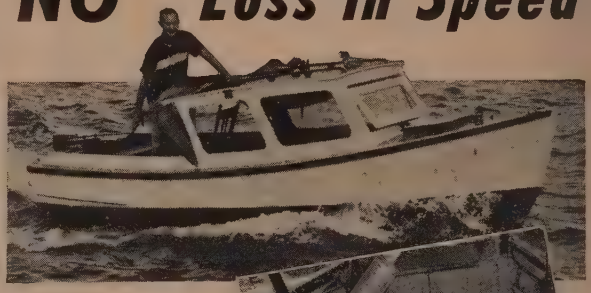
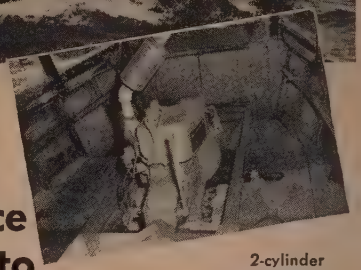
"70% Less Fuel with NO Loss in Speed





2-cylinder Model TFM

That's My Boat's Record Since I Switched to WISCONSIN *Air-Cooled* INBOARD POWER!"

Here's what fisherman V. A. Rickard, West Palm Beach, Florida, says . . . one of the thousands everywhere who are sold on Wisconsin Air-Cooled Inboards:

"I recently purchased a TFM model 13 hp. two-cylinder Wisconsin Inboard for my 16½ foot fishing skiff, replacing a well-known, water-cooled six-cylinder engine. Instead of using a 12 x 12 wheel, my boat is now equipped with an 11 x 8 wheel. I travel just as fast as I did with the old inboard, BUT I USE 70% LESS FUEL. Displacement is much less since the engine is lighter, and I can haul more per trip."

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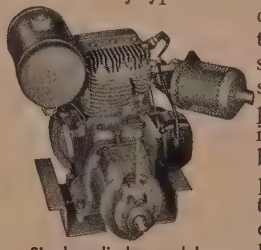
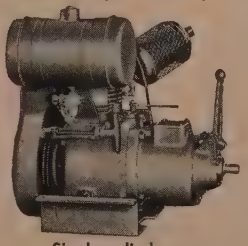


Single cylinder models ABM & AKM, 4 to 5.8 hp.



Single cylinder Model AEM, 7½ hp.

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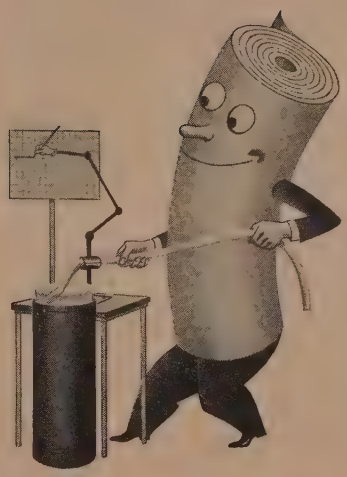

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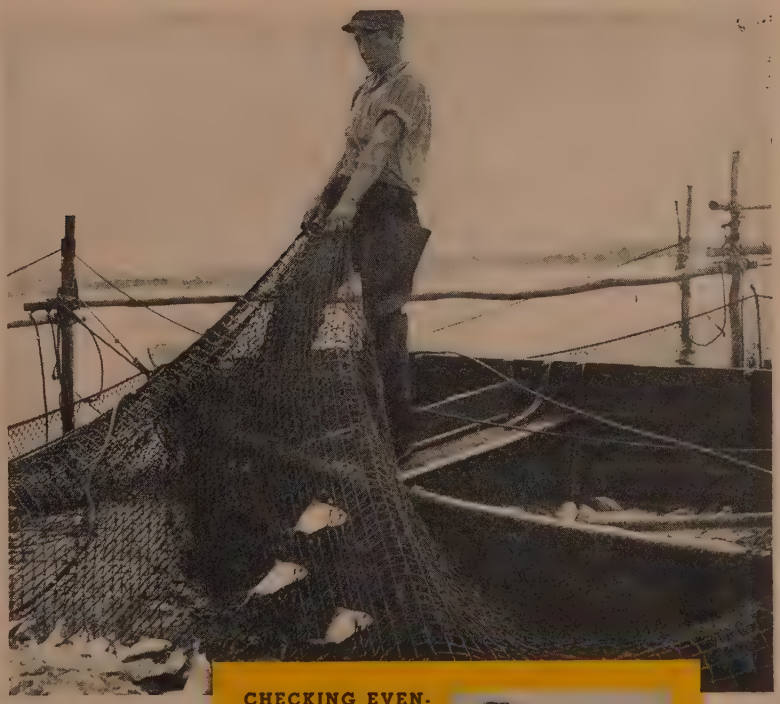

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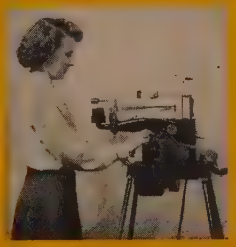

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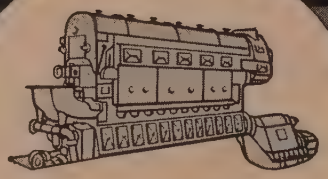
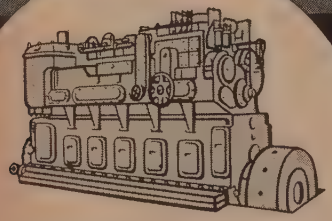
The More You Need...
FAIRBANKS-MORSE!

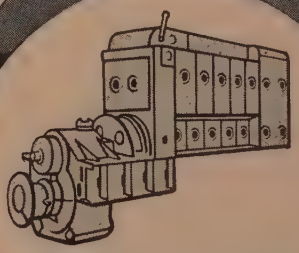
A proved diesel engine for every marine propulsion and generating service...



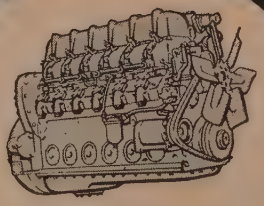
MODEL 38: Opposed-Piston engine: 640 to 1920 hp. with reduction gears for marine service.



MODEL 37: 500 to 2125 hp. for direct drive marine service.



MODEL 31: 175 to 500 hp. with 2 to 1 reduction gears optional for marine service.



MODEL 49: 20 to 150 hp. engine for propulsion or auxiliary service. Reduction gears available.

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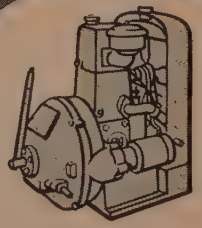

MODEL 45B: 5¼ and 10½ hp. engine for propulsion and generating service.

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PACIFIC FISHERMAN

October 1951

B. C. Bumper Salmon Run of 1951 Sets All-Time Record for Value

British Columbia's salmon fisheries this year produced the largest pack in years, and an all-time record-breaker in dollar value.

There were a few unfavorable features, such as the unprecedented drought that threatened spawning in some streams and brought drastic closures; but there was no doubt in anyone's mind that 1951 would go down in the books as one of the best.

From a production standpoint fishermen and packers could hardly have had it any better. Every area gave a good account of itself, and this brought satisfaction not only to the commercial industry but to the fisheries officials and biologists who saw in the catch results an impressive demonstration that their long-term conservation plans and regulations are paying off handsomely.

It seemed certain, as the season advanced, that the Fraser River Sockeye pack would be the greatest for its cycle of any year since 1903. (Note that this is true only of the 1951 cycle years, and that the 1951 Sockeye pack is by no means the best in ANY year since 1903.)

At September 1, the British Columbia salmon pack stood at 1,357,148 cases, and estimates of the full season's production ranged upwards from 1,750,000 to 2,000,000 cases, depending in part on how much of the Chum catch would be canned in Canadian plants.

Sockeyes, at that date, comprised more than 400,000 of the total, or nearly one third, compared with less than 255,000 during the corresponding period in the previous cycle year. Of the 400,000 Sockeyes packed throughout the province last September 1, the Fraser, or District No. 1 had contributed 233,156 cases. The big factor this year was the Chilko run.

Thoughtful men will find theme for thinking in the records of the 1951 salmon runs in Alaska and British Columbia.

Where Alaska experienced depletion and disaster, Canada found flush fishing — the best in years.

Nor was 1951 an isolated instance. The experience of the year, with its sharp contrasts, served merely to bring into clearer focus a condition which discerning men have seen for years. In Alaska the salmon population has been following the downward way of decline; while in British Columbia the record is one of rebuilding, of a consistently rising curve of abundance and prosperity.

The results of resource management in the two regions are written in the records of the runs.

Pink Pack Also Good

But not only Sockeyes were setting high marks in production this season. Pinks, at 536,766 cases September 1, were also having their best year in several seasons, and so were Chums, with a pack of 212,108 cases. The Pink pack was already substantially in excess of the 10-year average for complete seasons.

This year's handsome Sockeye catch was regarded as the reward of the close co-operation achieved in 1947 between the fisheries department and the industry when it was voluntarily agreed not ti fish for Sockeye during the month of July in order to allow sufficient escapement and spawning of several runs to formerly productive areas.

Several record catches for an off Sockeye year were recorded this season, and on several days American and Canadian fishermen in District No. 1 each caught 50,000 or more fish.

Drouth Forces Closure To Aid Spawners

History was made when the Canadian fisheries department ordered a shutdown of commercial fishing in a dozen major areas embracing more than a third of the British Columbia coast on September 6 because the water was so low, he pointed out, that in some cases only part of the fish at best would be able to get through to the spawning beds.

Some of the areas involved have never before been covered by such regulations. All gillnet fishermen were ordered to use large 6½ inch mesh or larger.

In the lower coastal areas of British Columbia there had been a period of more than three months with little more than showers. It was obvious to fisheries officials that several days of rain would be needed to improve the situation sufficiently to permit resumption of full-scale fishing.

U.S. Ready to Proceed With Treaty for Conservation And Peaceful Utilization of the Pacific's Fisheries

The Department of State, immediately following signature of the peace treaty with Japan, notified Miller Freeman, chairman of the Pacific Fisheries Conference and publisher of *Pacific Fisherman,* that it is ready to initiate action toward negotiating a North Pacific Fishery Convention of the character of the draft which has been agreed to by the Pacific Fisheries Conference.

The Acting Secretary of State has informed the Conference that it is planned to send a delegation to Japan within the near future to undertake negotiations with the Japanese government and, it is hoped, with the Canadian government.

These negotiations presumably will lead to approval of a text that will be signed as soon as the Japanese peace treaty comes into force.

The State Department also informs Mr. Freeman that several experienced representatives of the American industry on the Pacific Coast will be invited to accompany the delegation to Japan to act in an advisory capacity.

"It is apparent," said Mr. Freeman, "that the Department of State now appreciates the distinctive international aspects of the activity known as ocean fisheries, its vital bearing upon the permanence of peace between the nations bordering the Pacific Ocean, and its importance to the welfare of our own people. The American industry also expresses its sincere appreciation over the adoption of an affirmative policy by the State Deparmtent, which will assure protection of our Coastal fisheries of the North Pacific.

"There is almost violent opposition to what is felt to be a wholly unnecessary, improper and gratuitous implication that nationals of other non-contiguous countries may have a *'right'* to invade and destroy our Coastal fisheries. It is essential of course that the major Coastal fisheriese of our Pacific Coast be specifically designated in any fisheries convention designed for the conservation and peaceful utilization of our ocean resources."

Canada Pledges Fisheries Protection Through Treaty

"Full protection of those species of fish which form the cornerstone of our fishing industry" was promised by Canada's minister of fisheries, Hon. R. W. Mayhew, to a public meeting in Vancouver, B. C., following his return with Hon. Lester Pearson, Canadian minister of external affairs, from San Francisco, where the peace treaty with Japan was signed.

Mr. Mayhew explained that the protection he referred to would be provided in the separate agreement to be signed with Japan either as a bilateral compact between the two countries or as a tripartite agreement including the United States as well as Canada and Japan. The species referred to are understood to be salmon, halibut and herring, for the conservation of which Canada spends more than $2,000,000 annually.

"We tie up a multi-million dollar fleet rather than overfish our west coast," said the minister. "We're not going to let the Japanese damage something that has taken half a century to build."

Although there had been a strenuous campaign on the part of unionized fishermen in British Columbia to have a fisheries protection clause incorporated in the peace treaty itself, Mr. Mayhew pointed out that this would have been impossible as other nations would have had just as much right to insist in similar specific additions and insertions and the net effect would have been to make the whole document cumbersome and unweildy.

He said the Japanese Premier Yoshida had discussed the proposed separate fisheries pact during a special visit to Mr. Pearson in San Francisco and had expressed a willingness to open negotiations without delay. It is probable that Canadian representatives will go to Tokyo in the near future to complete the arrangements.

At time of writing it was uncertain whether the fisheries treaty with Japan will include Canada and the United States or whether it will be in the form of two separate pacts with the two nations. The Canadians might choose to make a separate agreement with Japan, although using the same phraseology and general framework as that applied to the United States-Japan agreement.

It is understood that the chief objection to a tripartite agreement is that it might be difficult to cover various points of special interest between Canada and the United States with respect to west coast fisheries. So far as the treaty's main point—protection against Japanese fishing—is concerned, there appears to be complete unanimity between Canadian and American interests.

Deason Leaves Service

Resignation of Dr. Hilary J. Deason from the U. S. Fish and Wildlife Service was announced in September. He had served as chief of the Office of Foreign Activities for some time, and in that office had directed F.A.W.S. participation in projects designed to develop foreign fisheries.

Ill health was the reason given for his resignation.

Canadian Aids Ceylonese

D. M. Haywood, assistant to the secretary and comptroller, British Columbia Packers, Ltd., has gone to Ceylon on loan to the Canadian government as a technical advisor in the commercial development of Ceylon's fishing industry.

Mr. Haywood has had an all-around experience in the industry and managed several canneries before going to B. C. Packers head office.

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PEACH GELATIN DESSERT

1 can Sliced Yellow Cling Peaches
2 packages cherry flavored gelatin
2¾ cups hot water
1¼ cups syrup from peaches
Whipping cream

n peaches. Dissolve gelatin in hot water. Add peach syrup. Chill until mixture is partially and divide in 2 parts. Arrange peaches in oiled mold, pouring one half of gelatin over Beat remaining half until light and frothy and pour on top of unwhipped gelatin. Chill set. Unmold and garnish with peach slices. Serve with whipped cream. Serves 6 to 8

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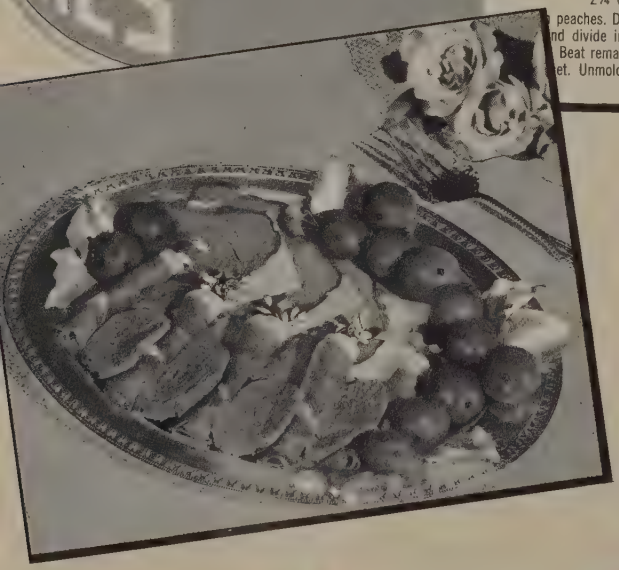

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1951 ALASKA SALMON YIELD

Barely Above the Worst

Alaska salmon production of 1951 will stand in the neighborhood of 3,500,000 cases.

At presstime it was approximately 3,330,000 cases, with a very little more to go. The margin of improvement over the disaster year 1950 would be scant, very scant, and would be made entirely in Pinks and Cohoes. Reds would decline by more than 300,000 cases, and there would be a sharp curtailment in Chums—this last because the fairish supply of Pinks, plus a considerable carryover of Chums, left little incentive for fall packing of Chums.

Southeast Alaska Falls Far Short of Bonanza

While Southeast Alaska production in 1951 ran far ahead of 1950, it likewise fell discouragingly short of 1949, the Bonanza year of the great Pink run in that region.

The pre-season Optimists felt that the great run of 1949 would be repeated.

The Realists pointed to the overspawning which undoubted occurred in 1949, due to delay in opening the season despite the glut of salmon; and predicted that, while 1951 would be better than 1950's all-time low, it would not approach the tremendous 1949 run.

They were right.

The run in Southeast Alaska started the season well, and was reasonably consistent throughout, but its volume tapered early in the northern part, and never attained the expected production in the southern section.

The Wrangell and Eastern districts were the only really good ones, Anan Creek producing very satisfactorily in spite of the excessive spawning of 1949.

Season Extension Denied

The relatively early closing of fishing in Southeast Alaska Sept. 1 undoubtedly had a great deal to do with holding the pack to its rather limited proportions.

The salmon industry as a whole—and with the trollers offering the only objection — earnestly sought extension of the fishing season. Hearing was held in Juneau and information and arguments presented, but the Fish and Wildlife Service authorities rejected the request and allowed the season to close as originally provided.

Principal argument of the industry —and for once the industry had the support of Governor Ernest Gruening of Alaska — was that the late opening of the 1951 season had permitted substantial early seeding of the streams, particularly in the northern part, and that the southern districts had received adequate seeding prior to Sept. 1.

They showed further that a good 500,000 cases of the 1949 Pink pack was put up in Southeast Alaska after Sept. 1. This pear's run, being the brood of the late-running fish of 1949, also would prove heavy during the first week of September, they argued—futilely.

A series of official hearings on the 1952 Alaska fishery regulations will be held late this fall, and are expected to provide a post mortem on the 1951 season, as well as a glimpse of official thinking and analysis.

Some efforts to provide more effective control of such concentrations of gear as occurred on the Copper River, Bristol Bay and Cook Inlet is anticipated.

Further tightening of the limitations imposed on "personal use" fishing during weekly closed periods and in closed seasons may be expected, as it is known that abuses of this privilege were brought sharply to official attention during the 1951 season.

Wanton destruction of salmon in the spawnings streams has become a scandal in some portions of Alaska. This fall one American Legion post took action to demand that killing of salmon just for the sake of killing be stopped.

Alaska Salmon Production

Western Alaska	Red	Pink	Chum	Coho	King	Total
1951	**248,895**	**10,337**	**11,595**	**2,768**	**15,121**	**403.664**
1950	476,785	1,582	26,581	5,190	13,160	622,698
1949	646,944	4,039	36.948	1,478	5,055	694,464
1945	602,452	124	90,414	7,252	4,311	704,533
Central Alaska						
1951	**378,462**	**358,996**	**210,830**	**60,300**	**71,409**	**1,079,997**
1950	509,467	552,372	241,970	60,508	40,514	1,404,831
1949	390,221	570,731	217,539	48,955	34,715	1,262,161
1948	320,154	610,561	280,685	42,126	34,303	1,287,909
1946	332,920	1,045,244	232,162	69,489	25,048	1,704,863
Southeast Alaska						
1951	**75,481**	**1,153,894**	**394,191**	**219,313**	**742**	**1,843,621**
1950	44,174	459,371	328,842	82,810	465	915,662
1949	38,424	1,513,912	139,996	87,697	1,039	1,781,068
1948	39,035	605,218	313,137	112,563	5,559	1,075,512
1947	54,284	484,973	166,490	50,587	3,971	760,305
Alaska Total						
1951	**802,838**	**1,523,227**	**631,564**	**282,381**	**87,272**	**3,327,282**
1950	1,133,153	1,088,577	764,754	195,093	54,241	3,235,828
1949	963,656	2,673,601	499,866	188,948	49,076	4,375,147
1948	1,634,466	1,307,256	758,457	220,594	53,767	3,974,540
1947	1,887,568	1,740,223	499,742	150,234	52,656	4,330,423
1946	1,040,747	2,041,636	581,763	184,088	31,874	3,880,108
1945	1,177,523	2,239,643	689,001	201,790	42,514	4,350,471

NOTE—Western Alaska total for 1951 does not include fish frozen in that area and subsequently canned on Puget Sound.
Regional figures for years prior to 1951 are given for dates closest to Sept. 1. However, 1951 Alaska total figures are compared with **final figures** for previous years.
All data given in Standard cases of 48 lbs.

TURMOIL IN TUNA

A portion of the San Francisco Tuna Import Protest Parade approaching the Golden Gate Bridge. "Argo," in the left foreground is the craft of Fred Wollesen, who conceived and organized the protest parade.
—Photo by San Francisco Examiner

Tuna Pack Near 1950 Mark Despite Emergency Brakes

Southern California's tuna fleet—with the unwelcome assist from frozen tuna imports — had delivered enough tuna to September 1 for packers to can 5,483,000 cases for the year, against 5,702,490 cases for the same period in 1950. Thus, in spite of tie-ups, rotation sailings and cannery slowdowns in processing, the industry was only 219,000 cases behind last year. (For all of 1950, California produced 8,029,507 cases.)

August proved a tremendous month for fish deliveries as slippers and seiners cameinto port, there to tie up indefinitely or to await a rotating departure schedule, that would probably keep many of the hook-and-liners in port for the balance of 1951.

Southern California received a total of 27,026 tons during August. This did not equal last August, 1950, which was 28,219 tons. The breakdown for this August was: Yellowfin, 11,103 tons; Skipjack, 5,626; Bluefin, 626; Albacore, 9,307; bonito, 51; yellowtail, 313.

A surprising figure was the 9,307 tons of Albacore; however, in this were 2,127 tons of frozen fish from Japan. Boatside price for Albacore dropped to $300 per ton, and with very few takers as September began. (Only $250 was being paid at Monterey.)

Total imports of frozen tuna for August were the 2,127 tons of Japanese Albacore, and 167 tons of Yellowfin from Peru, for a gross of 2,294 tons. Purse seiners, operating below the international border contributed 906 tons to August's total, and that fleet's season was practically over.

By September 10 there were 75 clippers in Southern California ports unloaded, and with the majority of them, particularly the major vessels, without sailing orders. here were also 50 in the harbors waiting to unload. The total represented here was better than 25,000 tons potential, or 1,000,000 cases.

Looking to the future, there were 80 clippers at sea in early September. Enough would report in September to flume around 9,000 tons. October was expected to drop off sharply, with a potential tonnage that would not exceed 4,500 tons. The whole would represent around 600,000 cases of domestic fish. There would be very little tonnage during November and December, from the Southern California fleets.

Albacore was running well in local waters during September. Van Camp and French Sardine were still buying the Longfins, and some tonnage—although not approaching last year's fall fishing—could be expected before the year waned.

Tuna Research Focused On Bait Fish Theme

Inter-American Tropical Tuna commission met in San Diego September 1, primarily to discuss studies to expand its work, particularly in the field of live bait research. Attending were:

Jose L. Cardona-Cooper, San Jose, Costa Rica, commission chairman; Lee F. Payne, Los Angeles; Eugene D. Bennett, San Francisco; Gordon W. Sloan, Astoria. Present as guests were Rep. Clinton D. McKinnon, (D-Calif.) and Rep. J. Allen, (R-Calif.).

Dr. Milner B. Schaefer, director of investigations said the commission's work has been concentrating on instituting a system to compile data on bait obtained by the tuna fleets, and studying the species and size of fish used for bait.

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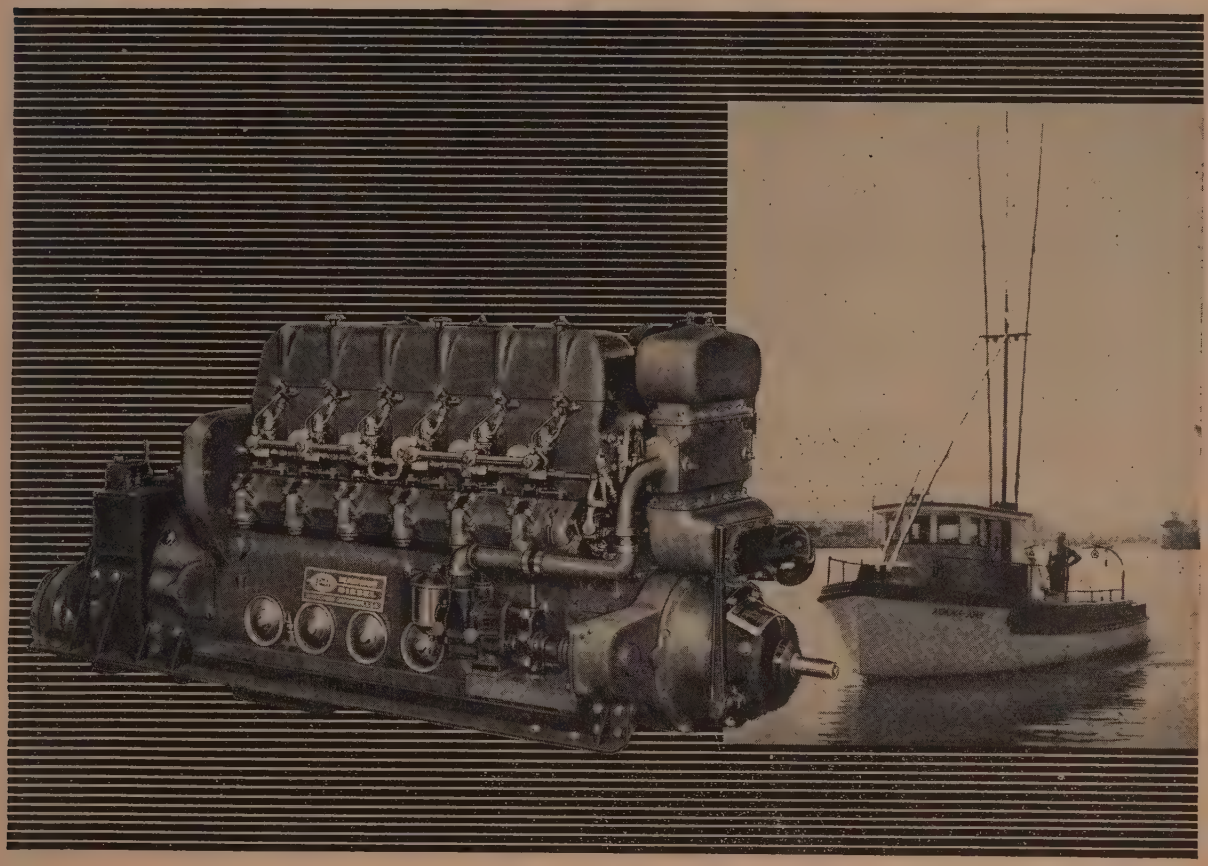

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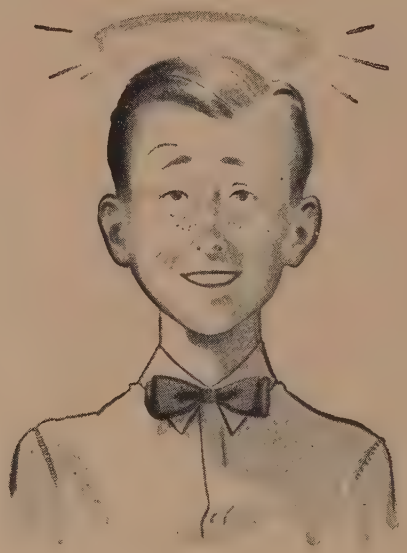

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PAN-ALASKA in a picturebook set in Boundary Bay early in the Puget Sound salmon season. This craft, typical of the modern Puget Sound seiner of the larger class, is operated by Axel Ahlberg.

Great Gains in Sockeye Cycle Offset Slack Run of Puget Pinks

Better-than-expected 1951 Sockeye production on Puget Sound was being dimmed somewhat at presstime by slack in the Pink run which observers feared would fall far below earlier expectations.

As this issue closed, Puget Sound Pink production in the neighborhood of 500,000 cases was no longer expected by the more realistic. The industry entered September with only 134,082 cases packed; and fishing in that month to presstime fell short of the volume required to carry the total near the half-million mark.

The Sockeye production of the Puget Sound-Fraser River fishery in 1951 was very good, and gratifying from that standpoint.

From the longer-range view, however, the gratification was even greater, for 1951 presented some of the most striking evidence yet in hand of the general rehabilitation of the Sockeye resource under the international program.

The 1951 Sockeye catches in U. S. waters did not reach a significantly high peak at any time during the season, although a total of 80,000 fish were taken on July 31 at the peak of the Chilko run. The daily catch held stead, however, at around 50,000 fish per day from July 23 to August 1, when it dropped slightly and became more variable from day to day. By August 17 the run had ended for all practical purposes, but it is interesting to note that after that date a substantial number of early Pinks arrived in the U. S. fishery, and it is believed by some authorities that the large number of Pinks affected the efficiency of the American gear in taking Sockeyes—a theory that was supported to some extent by the fact that Sockeye catches were still fairly good in the Fraser River into early September.

Fish are Very Large, 10 To the Case

All fish taken during the season averaged 7 lbs. or over in weight and at times averaged almost 8 lbs. This large size on all runs may prove to be a seasonal record on further examination of previous weight figures. The number of fish per full case during the 1951 season averaged around 10 Sockeyes. The pack by the end of August assured breaking all previous cyclic pack records back to 1903. The next high pack *on this cycle* during the 48-year period was in 1911 when the total pack of the two countries was 186,000 cases.

Careless publicity releases in Seattle during the season led to publication of some incorrect newspaper stories to the effect that the American Sockeye pack was establishing a record for any year since 1911. This of course was not at all true. The pack was the best *for the 1951 cycle,* but has been exceeded by many years on other cycles.

National Division Close; Escapement Generally Favorable

September catches of the Fraser River fishery were expected to boost the Canadian pack up to or past the U. S. pack, thus ending in a fairly even distribution of the 1951 catch between the two countries as aimed at in the international treaty.

While it is still too early in most cases to give exact escapement records, early reports from the staff of the International Pacific Fisheries Commission indicate that all of the

Performance to Smile About

Captain Mike Pullen feels this way about the engine performance of his fishing boat, Marigold, since he switched to Mobilfuel Diesel a year ago.

The seventy-five foot Marigold is powered by a 200 h.p. Cummins Diesel. She fishes the Oregon Coast for Salmon, Albacore, and Red Snapper, carries a four man crew and has a thirty-five ton capacity.

Mobilfuel Diesel and other petroleum products are supplied to the Marigold and many other northwest boats at E. W. Hendrickson's Marine station at Warrenton, Oregon.

Ernie and Eldred Hendrickson have run this station for five years. During this time they have added several thousand feet of dock frontage, repair and drydock facilities and a hardware store to furnish complete service to the fishing trade.

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early runs produced well, with Chilko being the most important. Most escapements were recorded to be equalling or exceeding those of 1947, when the entire run was allowed to reach the spawning grounds because of the late opening dates set by the Commission. The early Stuart escapement, for instance, was over four times that of 1947. Raft and Bowron appeared to be about the same as the previous cycle in spite of the fishery.

The escapement to Seymour River, tributary to Shuswap Lake, which originally was considered part of the early Adams run, is reported to have between 30,000 and 50,000 fish on the spawning beds, compared with 10,000 in 1947.

First reports from Chilko indicated at least 100,000 fish on the spawning beds, compared with 55,000 in 1947. More fish were still arriving early in September and the final season's total was expected to exceed the 100,000 figure by a considerable amount.

Early reports from Stellako indicated that this stream produced more than would normally be expected on an off-year cycle.

Cycle Year Pack Data

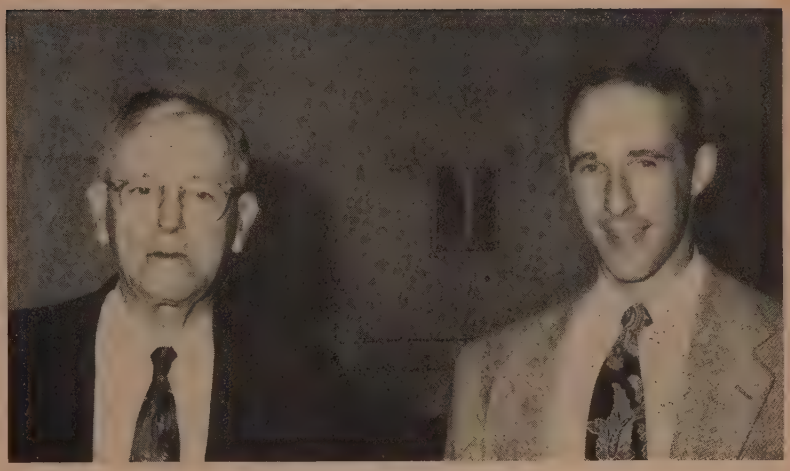
The favorable productivity of all races above Hell's Gate is not apparently holding this season for the Adams River run, where the largest number of spawners were recorded for any area in 1947. As in 1950 the rate of production appeared low in spite of the fact that 10,000 fish in the Seymour, tributary to the same lake, produced at an estimated rate of 25 to 1.

Here are some significant cyclical statistics on the Fraser River Sockeye pack:

1951 Cycle Total Sockeye Pack

Year	U.S.A.	Canada	Total
1951 (Sept. 1)	115,000	100,000	215,000
1947	6,760	29,170	35,930
1943	19,057	30,277	49,344
1939	43,512	47,539	91,050
1935	54,677	62,822	117,499
1931	87,211	40,947	128,158
1927	97,594	61,393	158,987
1923	47,402	31,655	79,057
1919	64,346	38,854	103,200
1915	64,584	91,130	155,714
1911	127,761	58,487	186,248
1907	96,974	59,815	156,789
1903	167,211	204,809	372,020

Francis Millerd, president of Francis Millerd & Co., Vancouver, and also president of the Fisheries Council of Canada, has been visiting Quebec, the Canadian Maritime Provinces and Newfoundland with Council General Manager Gordon O'Brien and Captain F. W. Wallace, honorary president of the Council.



SEUFERT and McGOWAN

Two of the oldest names in salmon, but still active in the industry, are borne by these two men: Arthur Seufert, left, present head of Seufert Bros. Co., The Dalles, Ore.; and John S. McGowan, assistant sales manager of the Columbia River Packers Association, grandson of P. J. McGowan, one of the pioneers of the Columbia River industry.

Loss of Skeena Sockeye Run Feared in Slide Disaster

Destruction of 60% of the 1951 Skeena River Sockeye spawning run is feared by Canadian fishery authorities on the basis of initial reports of a great rockslide on the Babine River, parent stream of the great majority of the Sockeyes entering the Skeena. This is expected to prove a fishery disaster second only to that at Hell's Gate on the Fraser in 1913.

The slide, which apparently occurred about July 1, was so remote that it was not discovered until just before presstime of this issue. It is reported to be about 12 miles above confluence of the Babine with the Skeena, and to have blocked the canyon completely, creating a lake 1½ miles long.

Some abnormal condition was suspected when Indians reported quantities of dead, unspawned Sockeyes drifting down the main river. Exploration by helicopter disclosed the cause.

Authorities said there is no possibility of effective salvage of the fish blocked this year. Construction of a road 40 miles in length will be necessary in order to permit comprehensive survey of the situation and possibilities for its relief before the 1952 run reaches the Babine.

Fishery biologists believe not more than one-third of the present year's run could have passed the slide area by the time the disaster is believed to have occurred.

B. C. Ships First Frozen Truckload East

First refrigerated truckload of frozen fish from British Columbia was recently delivered to eastern Canada, and it is probable that regular transcontinental shipments will be maintained as a result of the successful experiment.

The shipment was made by B. C. Packers, Ltd., consisting of a load of halibut of 31,000 lbs. net weight. The refrigerated area registered below zero on arrival at destination in Toronto and the fish was in excellent condition, according to the shippers.

The shipment was made through Capital Fruit Co. of Vancouver, B. C., in a Kenworth truck with 35' refrigerated unit trailer built by Brown Trailer Co., Spokane. It was one of the regular refrigerated fleet trucks used in fruit transportation between Los Angeles and Vancouver.

The trip was made almost entirely through U. S. territory, the shipment being in bond, and the distance was covered eastward in 92 hours, the return trip being accomplished in 81 hours with a load of general merchandise. Sam Moskovitz and Russ Rutledge were in charge of the truck.

THERE'S nothing like a repeat order to give proof of owner satisfaction . . . and Peter Xitco of Bellingham, Washington, bears this out. Just read what he has to say:

"The installation of the Murphy Diesel engine in the 'St. Zita' is an indication of my satisfaction with this engine. Murphy Diesels have always given me dependable, economical operation and the outstanding performance of the Murphy in my last boat, the 'St. Peter,' prompted me to power my new boat with another Murphy.

"As far as I am concerned, these engines are tops for performance, dependability and economy."

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SEATTLE 7, WASHINGTON—Alaska-Pacific Supply Co., 2412 Market St.
VANCOUVER, B. C.—Lipsett Engine & Mfg. Co. Ltd., 1315 Powell St.

Part of a 260-vessel "protest parade" against excessive imports of raw tuna from foreign countries, staged in front of San Diego's civic center in September. This shows some of the smaller Albacore vessels, each carrying signs calling attention of thousands of spectators, including delegates to the huge American Legion convention, to ruinous competition from raw frozen fish. Unfortunately fog conditions in the harbor prevented a clear view of the colorful parade, which was led by a score of tuna clippers.

The Tuna Import Situation

By WILBERT M. CHAPMAN
Director of Research
American Tunaboat Association

Two hundred and fifty Albacore boats came in from the sea on Labor Day and staged a spontaneous parade in San Francisco Bay in protest against imported tuna. Three hundred more staged another protest parade the following week in San Diego Bay. Industry leaders have met repeatedly in Seattle, San Francisco, Monterey, San Pedro and San Diego during the past month to consider tuna imports. The housewives of Point Loma have risen en masse to protest tuna imports. Letters by the thousand pour into Washington D. C. from ports on the Pacific Coast from Juneau, Alaska to San Diego. What is it all about? What's the fuss? Here are the bare facts:

In 1946, 4,167,000 pounds of frozen tuna were imported into the United States from foreign countries; by 1948 this had risen to 9,142,000 pounds; in 1949 it was 20,606,000 pounds; and in 1950 it doubled again to 56,711,000 pounds. This was a gain of 1400% in the volume of frozen tuna imports in a short five years time.

But this was not the whole worry. The *rate* at which imports were increasing was simply sky-rocketing and there did not appear to be any end in sight to this rate of increase. 1949's imports were more than double those of 1948 and 1950's imports were more than double those of 1949. In the first six months of 1950 there were 14,633,000 pounds of frozen tuna imported; in the first six months of 1951, there were 32,366,000 pounds of frozen tuna imported. The *rate of increase was still doubling.* Even more shocking was the figure for the seventh month of 1951. In July of this year 14,106,000 pounds of frozen tuna came in, nearly equal the volume of the first six months of 1950.

No End in Sight

Where is this to end? No one knows. The fishing fleets of Japan, Peru and other countries are still expanding. There is no tariff or quota on the importation of frozen tuna into the United States. Already most of the great Southern California tuna clipper fleet is tied up or working on a rotation plan. The Albacore price on the West Coast has dropped from $350.00 per ton to $300.00 per ton, and processors were not too anxious to buy domestic-caught Albacore even at that price.

The tuna fleet had grown rapidly during the post war years to meet the growing needs of the country for protein food. The catching of Albacore had become the difference between a profitable and an unprofitable season for 3,500 small vessels scattered in every United States port from San Diego on the South to Juneau on the North. All at once this fleet realized that its product was not wanted at a price which would permit it to operate. More than $70,000,000 had been invested in tuna fishing vessels. If conditions continued to worsen the whole fleet would be operating unprofitably or be tied up to the dock. There was every indication that conditions would worsen. The livelihood of many thousands of fishermen and shore workers was in immediate jeopardy.

Frozen tuna imports were the immediate grievance of the fishermen, but this was by no means the end of their troubles.

Four Import Categories

Tuna is imported into the United States in four different categories:

1. Canned tuna in oil.
2. Canned tuna in brine.
3. Canned bonito in oil.
4. Fresh and frozen tuna.

Last year canned tuna in oil had been the category that was giving the trouble. In one year the imports of this category had jumped from 214,-519 cases (1949) to 1,733,788 cases (1950), an increase of more than 800%. This tremendous increase in canned tuna imports so upset the domestic tuna market that reverberations were still going on. Buyers and brokers were still stocked with the flood of canned tuna that came in during the last six months of 1950 at prices lower than the bare costs of production in the United States.

Then in January, 1951, the tariff on canned tuna in oil increased to 45% from 22½%. The effect on canned tuna imports was almost instantaneous. In the first esven months of 1951 only 138,372 cases of canned tuna in oil were imported as against 560,047 cases during the same period of 1950. Thus it looked as if the increase in tariff on canned tuna in oil had been effective in cutting the volume of imports in this category.

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Bendix Aviation Corporation

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But the shock had been profound. American producers had discovered that with Japan back in the canning end of the tuna business on a big scale, American producers could not compete with the Japanese if the canned tuna in oil tariff were only 22½% as it had been during the war.

Japan Seeks Lower Duty

The news then came that a delegation of five high officials of the Japanese tuna canning industry were in the United States for the purpose of attempting to get the tariff on canned tuna in oil dropped from 45% back to 22½%. Rumors persisted that the United States Department of State was inclined to favor such a cut in order to build up the Japanese economy. Fresh chills hit the tuna industry.

The rise in tariff on canned tuna in oil and the drop in volume of its import had not been entirely without harmful side effects. Two loop holes through this barrier had been rapidly discovered by importers. One was the loophole of no tariff at all on frozen tuna, the effect of which was discussed above. The other loophole was canned tuna in brine which bore a tariff of only 12½%.

Prior to 1949 almost no canned tuna in brine was imported into this country. In 1949 only 3,779 cases were imported. But the effect of raising the tariff on canned tuna in oil from 22½% to 45% on January 1, 1951 is very sharply pointed out in these figures: First seven months of 1950, 10,310 cases of canned tuna in brine imported; First seven months of 1951, 82,028 cases imported, a jump of 800% in one year.

Canned tuna in brine is different from the product with which the American market is familiar, but the low tariff of 12½% makes it so cheap that the market for it is increasing at a considerable rate.

The fourth category in imports is canned bonito in oil. While bonito are not true tuna the canned bonito competes directly with canned tuna and is mostly sold in eastern lunch counters as tuna in sandwiches and salads. Before the war little canned bonito was imported. Since the war the imports have steadily grown untill last year 387,386 cases were imported. This years imports are running more than 30% ahead of last year (first seven months of 1950, 202,607 cases; First seven months of 1951, 278,532 cases).

The canned bonito competition is going to get worse immediately instead of easier. In recent years canned bonito in ports have borne a duty of 22½%. During the Negotiations under the General Agreement on Tariff and Trade held at Torquay, England this spring this tariff was negotiated down to 15% in negotiations with Peru. This new tariff will become effective when Peru signs the agreement. She has until October 21, 1951 to do so. The effect will be an increase in the volume of canned bonito imports.

The Facts in Figures

The fisherman has to consider the effect of all tuna imports in all forms on his market, for a pound of tuna imported and sold in the United States in any form is a pound of tuna which the United States fishermen cannot sell in his own market. The sum effect of all these tuna imports is shown in the following table, the figures all being converted into standard cases:

Year	United States Production	Imports Canned	Total U. S. Market	Estimated Production from Imp. froz. fish	Foreign % of U. S. Market
1946	4,484,484	225,645	5,010,129	83,342	6.16%
1947	5,894,495	292,757	6,187,252	184,084	7.71%
1948	7,037,758	409,926	7,447,684	182,851	7.95%
1949	7,290,320	601,819	7,892,139	412,128	12.84%
1950	9,016,541	2,139,313	11,155,854	1,134,232	29.34%

This table sums up all the troubles of the United States tuna fishermen. In three years time he has lost a quarter of his market to foreign fishermen.

This table sums up all the troubles of the United States tuna fishermen.

What can be done about this? The answer is different in each of the four categories of tuna imports because of the complex of laws and international agreements governing the trade of the United States with other countries

The tariff on canned tuna in oil of 45% is not the subject of any trade agreement with any other country. Therefore, neither the Tariff Commission nor the Department of State or any other branch of the Executive arm of the Government can increase this tariff. Under the Reciprocal Trade Agreements Act, however, the President has the authority to negotiate this tariff downward by as much as half (to 22½%) in an agreement with another country without the consene of Congress and without the necessity of consulting the Congress.

Brine Tuna Duty "Bound"

The tariff of 12½% of canned tuna in brine is bound at that level in a trade agreement with Nationalist China. The only way this can be raised is by changing or abrogating this trade agreement. *(See editorial note below.)* Only the President can take this action. The Congress is barred from such action because it is covered by an international agreement. Should the President take such action, the abrogation of the trade agreement with China would have little practical effect on this category of tuna imports. The tariff on canned tuna in brine would revert to 18% under a trade agreement with Iceland. From this point on the story of the tariff on canned tuna in brine gets so involved in international politics that it cannot be explained in a few paragraphs. The situation can be summed up by saying that the Congress can take no action whatever on the tariff on canned tuna in brine and that it is highly unlikely that the President will take any such action.

The tariff on canned bonito in oil will become 15% late this fall. The Congress cannot take any action to increase or decrease this tariff because it is bound under a trade agreement with Peru. Since this is a brand new trade agreement which has yet to come into force it is highly unlikely that the President will seek to change the agreement by opening new negotiations with Peru. There is no reason at all why Peru would want to reopen such negotiations.

Congress Can Change Frozen Tuna Status

Frozen tuna is not the subject of a trade agreement with any country.

EDITOR'S NOTE—Some factors in the tuna industry will dispute this point with Dr. Chapman. Neither the trade agreement with Nationalist China nor that with Iceland makes any reference to tuna as such, the tuna-in-brine duty of 12½% resulting from application of the category: "Other fish, canned, not in oil." The argument is made that simplest means of providing protection for the American industry against imports in brine would be for Congress to amend the general tariff act, which provides a 45% duty for: "Tuna, packed in oil," to eliminate the words "packed in oil," which would apply the 45% duty to any canned tuna. Consulted by long distance telephone as this issue went to press, Dr. Chapman said this might be possible, but he was inclined to think the Department of State would contend that tuna-in-brine is an accepted product under the terms of the trade agreements, and thus beyond the reach of Congress so far as modification of its tariff status is concerned.

TYDOL HD Solves Sludge Problem for Oregon Logging Fleet

"Hauling giant timbers over tortuous mountain grades, my fleet of gasoline-powered logging trucks gives motor oil a real beating," says Allan O. Hedin of Dilley, Oregon. "Excessive sludging, sticking valves and rings, and blowby dilution were constant problems... until we tested Tydol HD Motor Oil."

"Right away, drivers of test trucks reported unusually low oil consumption. Teardowns showed no sign of sludge or fouling. Dilution stopped. In fact, results were so impressive, my whole fleet now uses Tydol HD exclusively ... and my operating costs are way down!"

Yes, engines stay clean with TYDOL HD on the job

Gasoline and diesel units on land and on the sea are proving it. A Heavy Duty Tydol keeps engines cleaner than *any other oil!*

Extra rich in active cleansing ingredients, Tydol HD and its two high detergency companion oils *drive out* power-stealing sludge. They whisk away those gummy deposits from rings and valve stems. Keep oil screens and ducts from clogging, by holding sludge particles harmlessly in suspension. And when oil is drained, out goes the sludge, too. Sludge that other oils can't budge!

Try Tydol HD in your equipment. Watch operating costs drop when you switch to the oil that *cleans* as it *protects* as it *lubricates!*

3 GREAT HEAVY DUTY TYDOLS

100% paraffin base high V. I. motor oils scientifically compounded with selected additives.

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TYDOL HD MOTOR OIL

TIDE WATER ASSOCIATED OIL COMPANY (WESTERN DIVISION)

It bears no tariff and is not the subject of any quota. Foreign fishermen have exactly the same privileges in the United States frozen tuna markets as do the United States fishermen.

Because of this, neither the President, the Tariff Commission, the Department of State, nor any other branch of the executive arm of the Government can alter this situation. Under the Consitution, only Congress can institute a new tariff or quota on imports from foreign countries.

Under the General Agreement on Tariff and Trade, the United States has committed itself under international law not to place any new quotas on imports except under a few highly specialized conditions, none of which apply to frozen tuna. Therefore the Congress has its hands tied and cannot impose a quota on frozen tuna imports as long as present General Agreement on Tariff and Trade is on the books.

There is no legal reason, however, why the Congress cannot place a tariff on frozen tuna. There is no international agreement or other law which would prevent the Congress from taking such action. It simply requires a bill to be introduced in the House, passed by both the House and Senate, and signed by the President. The tariff would become effective immediately.

The category of tuna imports which is growing with astounding rapidity, and for whose increase no ceiling is in evidence, is frozen tuna. The Congress is absolutely free to bring this import flood under control by the simple passage of a tariff bill.

U. P. Features Shrimp In Advs. and Menu

Marine Products Company, San Diego, distributors of "Ocean Garden" shrimp from the Gulf of California, has been instrumental in having Union Pacific Railroad insert into the Saturday Evening Post and other national magazines, an advertisement in color featuring "Shrimp Louie" as served on crack transcontinental trains of that line.

According to Gil Kuhn, assistant to President L. K. Small of Marine Products, that company feels this was an important step toward increasing the per-capita consumption throughout the country of this premium, layer-packed frozen shrimp from Mexico's Pacific shrimp fishery.

Anthony J. Cigliano, son of the Pan-Pacific Fisheries president **Gerald Cigliano,** is to be married to Rita Mae LeLeva of San Pedro.

ANTARES is one of a series of sturdy, efficient steel trawlers designed and built by Astilleros de Santa Rosalia, S. A., for Astill Eros de Santa Rosalia, S. A. Santa Rosalia, Lower California, for shrimp fishing in the Gulf of California. During the past year or so, eight of these 58' trawlers have been constructed, all of them powered by D13000, 6 cyl., 120-hp. "Caterpillar" diesels, with 2:1 Twin Disc reduction gears. All power plants and other equipment were furnished by Shepherd Diesel Marine, Los Angeles and San Diego, Southern California "Caterpillar" distributors. Each vessel has a set of Willard batteries. Some of these trawlers are fishing for "Mar Bermejo," shrimp freezer, located near the shipyard, which is one of the largest for small boats in Mexico.

West Mexico Shrimping Pace Active As New Season Opens

The 1951-52 season for Mexico's Pacific Shrimp saw September carload movement of premiums brands. The shrimp was fished from the bays along the west coast. Open-water fishing began October 1.

Marine Products Company received the first car, shipped from Pesquera de Topolobampo, under the "Ocean Garden" label. Reinke & Amende, Los Angeles brokers for "Ocean Garden," received the second; and about the same time Fortuna Foods Inc., unloaded a car from Pesquera E Industrializadora de Guaymas, Guaymas.

Bays in vicinity of Mazatlan and La Reforma opened in September, Wilbur-Ellis Company receiving shrimp from Productos Congelados, Guaymas and La Reforma.

Early receipts were very encouraging as to size, running 21-26 upwards, although there were parcels of 15-20 count. Demand was brisk on the west coast, which was practically dry of green shrimp. First quotations were up to 75¢ per lb. for 16-20. No prices were quoted on Under-15, there being none available.

Several thousand canoes, with their cast netters were in operation. The Mexican government, in cooperation with Instituto de la Pesca, was exercising strict supervision over the vast network of bays and esteros, permitting some to open; others to remain closed for the time being, where a preponderance of small shrimp was observed.

At least two new shrimp freezers will be in operation at Mazatlan, for the 1951-52 season. Most plants have been given thorough overhaul and in many cases, new equipment has been installed, supplied by Kohlenberger Engineering Corporation, and by R. E. Manns Company.

New $850,000 Los Angeles Harbor municipal fish market, recently opened at Berth, 72, San Pedro area, replacing the old building half mile south, which is being torn down. The 67,000 sq. ft., two-story building has markets for 12 wholesale fish dealers, and will receive an estimated $3,000,000 of fish annually.

Los Angeles Spends $800,000 On Wholesale Fish Center

Los Angeles harbor's new $850,000 municipal fish market, located on the main channel, Berth 72, San Pedro district, is in full occupancy this fall. Twelve wholesale dealers, transferred from the ancient market a half mile south, have quarters in the Spanish stucco-type building.

Completion of the new fresh fish headquarters, served by hundreds of market vessels, gives Los Angeles harbor one of the best and most modern facilities anywhere for distribution of fish to the metropolitan area. It is estimated about $3,000,000 in fish will pass through the markets annually.

The main building is 420' by 80', two story, and fronts on a new wharf which is part of a $14,000,000 modernizing program for new construction of various kinds, started in 1947 by the Los Angeles Harbor commission.

First floor of the 67,000 sq. ft. structure is of reinforced concrete; the second of wood frame and stucco. Cleaning and processing of fish takes place on the first floor, with offices and storage space on the second. A separate building houses the refrigeration plant. Provided are ample parking facilities and truck height loading platforms.

Individual fish markets include: Terminal Fisheries, Zankich Bros. Fish Company; State Fish Company; American Fisheries, Pioneer Fisheries, Independent Fish Company, Ocean Fish Company, Star Fisheries, Standard Fisheries Company, Los Angeles Fish & Oyster Company, and Catalina Fish Company.

Some of the markets have larger facilities and cold storage space than others. Floors are of concrete, coved; walls of concrete, plaster and finished with a very hard enamel paint, white to give a gleaning appearance. Each workroom has a separate drain, and offal baskets are compulsory. Drainage is directly into the sewage system and not into the harbor, as in the previous market.

Refrigeration plant is housed in a building separate from the main building, but adjacent to it. Amonia pipes are carried to each stall and operated by electric thermostat from each individual market. Freezing rooms are held to zero; holding at 30 degrees, F.

Union Ice Company has an adjacent building for ice-crushing and supply service. Hy-C-Tane has a fine marine service station, handling Associated Oil fuel and lubrication. There are 12 electric unloading hoists for unloading fish from boats.

John Brown, well known San Diego fisherman, owner of the Kettenburg-38, **Beverly,** died of a heart attack recently. He was 48 years old.

Pan-Pacific Builds Automatic Tuna Line

Pan-Pacific Fisheries, Inc., Terminal Island has built a new 100' automatic tuna line which Louis Mascola, plant superintendent declares to be one of the finest on the island. The line, eliminating hand packing, is continuous, with cooked tuna traveling in both directions on stainless steel belt.

Tuna loins will be produced on both sides of the table, travel to the foot end; then return on the reverse side of the belt to a Carruthers "Pak-Shaper" for automatic packing. Power transmission for the stainless steel belt is by Power Transmission Equipment Company, South Gate, using a 5-hp slow-speed Sterling motor and with belt drums revolving in Dodge Timken bearings.

Van Camp Advances Moore and Doran

William D. Moore, Jr., Astoria manager for Van Camp Sea Food Company, has been transferred to be assistant general manager at the company's San Diego tuna cannery. Donald Doran, formerly assistant manager at Astoria, has been advanced to be manager. Previously to going to the Oregon port, Mr. Moore had been attached to Van Camp's Terminal Island headquarters.

Glenn Copeland was recently announced general manager at San Diego following the resignation of Bates Harper.

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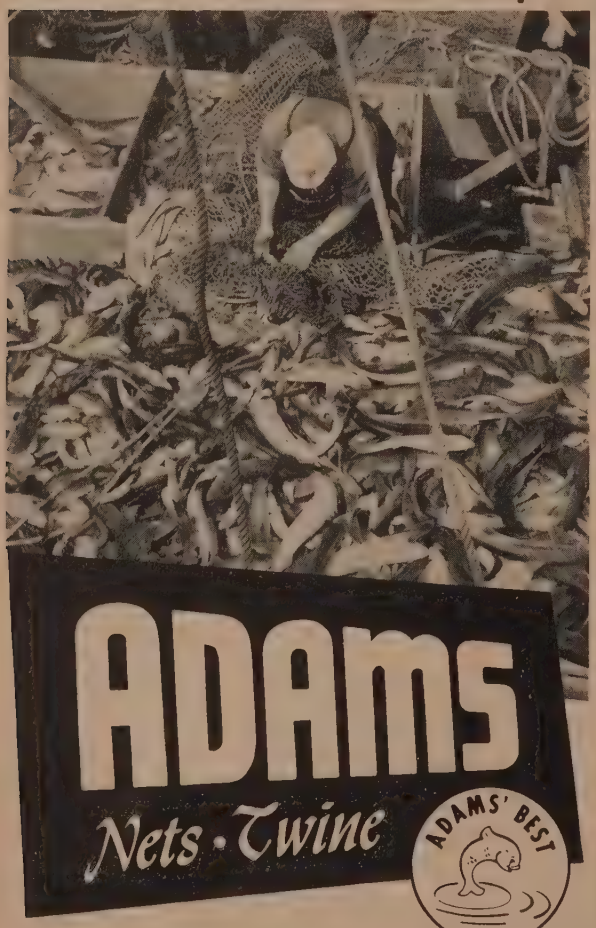

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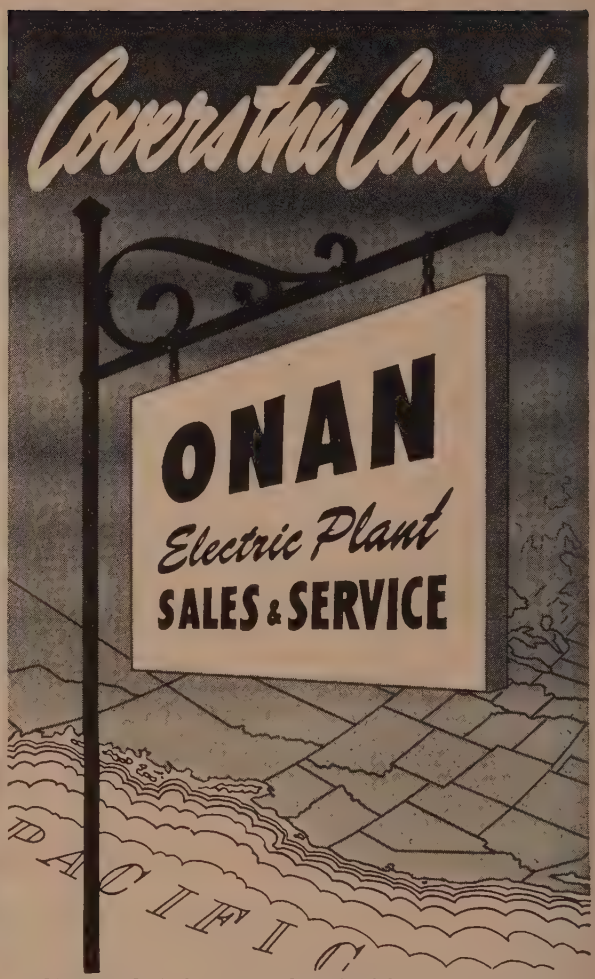

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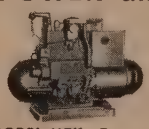

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218 No. Avalon Blvd., Wilmington, Calif.

Below, and in the pages following, is a new feature of PACIFIC FISHERMAN — a feature that brings to the regular subscribers to this journal the intimate, newsy reports which for five years have made its PACIFIC FISHERMAN'S NEWS a favorite with 15,000 fishermen along the Pacific Coast from the Bering Sea to Chile and Peru.

We are consolidating PACIFIC FISHERMAN'S NEWS with the parent magazine, in order that all the readers of PACIFIC FISHERMAN may have the benefit of this fishermen's news feature. At the same time, the portion of the journal devoted to news of fishermen will continue to be mailed separately to a carefully prepared list comprised of thousands of fishing vessel owners, masters and engineers.

Advertisers interested in the extended coverage provided by PACIFIC FISHERMAN'S NEWS will be provided by full de-details upon inquiry directed to our advertising manager.

Boat Owners Concentrating Influence Against Imports

Fishing vessel owners adversely affected by the decline in tuna prices in part at least as result of heavy imports of canned and frozen tuna in September turned to a number of plans for concentrating their energies and influence toward correcting conditions in their favor.

To direct and energize the efforts of numerous existing organizations, the Pacific Coast Fish Producers Institute was formed at San Francisco with representation in organizations from Alaska to Southern California.

Initial membership list consisted of these organizations:

Alaska Trollers Association, Juneau; Ketchikan Fishing Vessel Owners Association; Juneau Fishing Vessel Owners Association; Northern Fishing Vessel Owners Association, Petersburg; Trolling Vessel Owners Association, Seattle; Fishermen's Cooperative Association, Seattle; Fishing Vessel Owners Association, Seattle;

Offshore Fishing Vessel Owners Association, Astoria; Eureka Fishermen's Cooperative; Southern California Commercial Fishing Vessel Owners; Fishermen's Cooperative Association, San Pedro; San Diego Commercial Fishing Boat Owners Association; American Tunaboat Association, San Diego; Lower California Fisheries Association, San Diego.

Fred Wolleson, president of the Offshore Fishing Vessel Owners Association, was elected chairman; and Oregon coordinator. Secretary of the organization is Ray Webb, Westport, Wash.

Mason Case, Moss Landing, is Northern California coordinator; Thor Hendricksen, Alaska coordinator; Charles White, San Diego, coordinator for Southern California.

Another movement seeking to consolidate influence was seen in the announcement that 350 San Diego fishing boat owners had been organized as a fishermen's unit of the California State Grange. Similar movements were reported under way at Long Beach and Newport Beach.

The San Diego grange-affiliating movement apparently developed within the San Diego Commercial Boat Owners Association.

James Chase, skipper of the San Diego clipper, **Starcrest**—held in port on lay-up orders—went down to Panama to relieve Skipper **Charles Kaufman** of the **Gulf Star,** while the latter went to his recently-acquired home on the Gulf of Mexico, where his wife expected a baby. The Avondale steel clipper has been fishing in Central American waters and shipping her tuna to Southern California.

5-Year Closed Season Planned In Kodiak Areas

Radical restrictions on fishing in the Kodiak district are proposed by the Fish and Wildlife Service for 1952, involving complete closure of the Alitak and Red River areas; plus prohibition of drift gillnet fishing anywhere in the Kodiak district.

The Red River and Alitak closures of 1952 are announced as initiating a 5-year program of complete closure for those fisheries in an effort to rebuild their Red salmon populations.

Official language says: "It is the intent of the Fish and Wildlife Service to continue this program for *at least* five years unless an unforseen rehabilitation of the Red run occurs."

Other Kodiak proposals included 1952 open seasons as follows:

Karluk—June 16-July 15.

Mainlaind and General Kodiak districts—June 16-July 15; July 31-Aug. 13; Sept. 10-30.

Afognak district—July 10-15; July 31-Aug. 13; Sept. 10-30.

Mary Theresa Rosa, daughter of **Capt. Manuel Rosa,** San Diego tuna clipper fleet operator, was married September 21 to Dr. George Carreiro.

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Pacific Marine Supply is proud of the many nationally known names among the lines it distributes to the marine industry.

SINCE 1897, Pacific Marine Supply Company has consistently selected for distribution marine lines of sound merit. These famous name products are associated with high performance and good value in the minds of fishermen, canners, and packers the world over.

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MILLER FREEMAN ..... President
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PUBLISHING STAFF

DeWitt Gilbert ..... Editor
Miller Freeman, Jr. ..... Business Mgr.
Richard N. Crosby ..... Advertising Mgr.
71 Columbia St., Seattle 4, Wash.
MAin 1626
A. W. Ponsford ..... Southern Calif. Editor
Helen McCauley ..... Associate Editor
815 So. Witmer, Los Angeles 17, Calif.
DUnkirk 9-1112
S. F. Leete ..... Northern California Editor
121 Second St., San Francisco, Calif.
GArfield 1-5887

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EDITORIAL

PFN appears in a new dress today. After five years as a bi-weekly newspaper, published by its parent PACIFIC FISHERMAN as an extended service to many thousands of fishing vessel owners and operators, it is now being consolidated with the magazine.

This change is being made in order to provide most complete coverage of the field of the Pacific fisheries for the readers of the magazine, and at the same time continue to bring the intimate, newsy aspects of PFN to the producing fishermen.

In the future PFN will appear monthly, and in the general style in which you see it today. You will continue to receive it without charge, and it will continue to provide news for fishermen, about fishermen, their boats, their homes, their catches, their markets, their problems.

200 Clippers Idle

By October 1 there were 200 clippers of the Southern California fleet idle, representing at least 2,000,000 cases of canned tuna that won't be caught this year. Some clippers had become eligible to sail under rotating plans; other were in port indefinitely.

Van Camp announced in early September it would support the price of $310, Yellowfin; $290, Skipjack. However, from the major clippers of its fleet the cannery didn't want more than 5% Skipjack.

The fleet had delivered 130,914 tons by September 1, against 136,232 tons for eight months in 1950. In August the catch was a total for Southern California of 27,026 tons; last year it went beyond 28,000 tons.

The Albacore catch for August was 9,307 tons, comparable to last August, but in this August there were 2,127 tons from Japan. Peru sent 167 tons, Yellowfin, for a total import for the month of 2,294 tons.

The Bluefin yield of 626 tons was encouraging for local seiners. The boats contributed 906 tons total for August. Local Albacore coming into Los Angeles harbor was 2,313 tons. Price had dropped to $300.

Alaska Herring Fishing Presents Dizzy Picture

Season of 1951 will go down as one of the dizziest in the virtiginous (good word) history of the Alaska herring business.

Kodiak was a virtual bust. Going into presstime the entire district had less than 50,000 bbls., against a permissible quota of 275,000 bbls. Hardly a fish had been landed from the middle of August to mid-September.

On Prince William Sound, after weeks without fish, the Alaska Fishermen's Cooperative pulled out entirely by Aug. 24. All boats other than those at Port Ashton left by Aug. 26. On Aug. 27, Port Ashton boats hit fish, and took some 12,000 bbls. in the next 10 or 12 days. Boats were rushed from Kodiak to the other plants, and all got fish.

Southeast Alaska at presstime, with Port Conclusion closed down already, seemed due to run-out its season with less than 100,000 bbls. combined total for the four plants.

Crescent City Haul-Out Facilities are Sought

Renewed hopes for construction of a marine railway at Crescent City were seen recently in a move launched by Bailey Stewart, fisherman of that port, who asked Chamber of Commerce support in eliminating government objections to the proposed project.

At present boats must journey more than 100 miles to Eureka, the nearest port where facilities are available.

More than 80 craft are now registered out of Crescent City.

Tacoma Boat Builds Again After Big Fire

Fire destroyed the big plant of the Tacoma Boat Building Co., Tacoma, Aug. 24, but before the end of that month work was underway again on contracts and construction.

The enterprise and energy which made the company a foremost builder of fishing vessels and defense craft was tripled in intensity as it set about rebuilding the plant and replacing the moulds and patterns from which ships and machinery are built.

Arne Strom and Haldor Dahl, owners of the yard, estimated the loss at $1,000,000 in round figures. The property was adequately insured, but replacement cost will probably exceed the loss estimate by 50%.

One tuna clipper, 60% complete, was lost on the ways. Another, the *"Comet,"* was gotten away from the outfitting dock without damage. She is being completed at the Pacific Boat Building Co., a subsidiary of the Tacoma Boat Building Co.

Firemen were still quenching the last smouldering fires in the yard when lumber orders were placed for rebuilding the destroyed clipper. All contracts and commitments will be carried out in full, and with the least possible delay. The company has the facilities of the Pacific yard available, and will use them to the fullest while the burned plant is being rebuilt.

Beside its boat-building activities, the company is an important supplier of deck machinery for fishing vessels. Its machine shop will be rebuilt along with the shipyard and the manufacture of its Northern line of deck gear resumed immediately.

San Diego Parade Protests Tuna Imports' Flooding Tide

Adding impetus to the snowballing wave of protest against foreign imports of frozen tuna, more than 260 fishing vessels, from tuna clippers to small Albacore boats, staged a dramatic parade in front of San Diego's civic center, on the Embarcadero, September 9.

Thousands witnessed the parade of vessels, many of which carried signs such as "Help Fight Cheap Imports," "1400 percent increase," "Can't compete with foreign labor," "Help us by contacting your Congressman," etc. Leading the parade was Joe Madruga's clipper *Paramount.*

This followed a mass meeting organized by San Diego's paralyzed tuna fleet the night before at the Portuguese S.E.S. hall, Point Loma, attended by 400; and proceeded another meeting in the afternoon at the same place, when more than 500 attended.

The first meeting was addressed by Rep. Clinton D. McKinnon, San Diego, and other speakers. Charles White, president, San Diego Commercial Fishing Boat Owners' Association, announced formation at San Francisco a few days before of the Pacific Coast Fish Producers' Institute.

Purpose was "to fight our political battles both national and international," and would include fishing vessel owners from San Diego to Alaska.

Rep. McKinnon said he was urging members of the House Ways and Means Committee to start an immediate inquiry into injury being done to the Southern California tuna fishing fleets by excessive imports of both raw and canned tuna, pricipally from Japan and Peru.

Meanwhile, Harold F. Cary, general manager, American Tunaboat Association, and Dr. Wilbert M. Chapman, director of research, returned from attendance at the executive committee meeting, Pacific Fisheries Conference, San Francisco.

Dr. Chapman addressed the second meeting, as did William Wagner, president, San Pedro Commercial Fishing Boat Owners Co-operative, one of the organizers of the protest parade held in San Francisco bay. It was announced that Charles White had been named southern co-ordinator for the Newport Harbor district.

Following all these activities — which had resulted in a flood of publicity across the country — members of Congress, civic and fisheries officials of Southern California, clubs and organizations were banded together for cooperative work on protecting the tuna-fishing fleets of the Pacific coast against the ever-increasing imports of foreign raw and canned fish.

Eureka Draggers Hit Dover Sole Hard

Improvement in weather conditions along the northern California coast in early September brought an upswing in dragboat operations out of Eureka. The situation was in marked contrast to most of August when incessant rough weather kept the fleet tied up for extended periods.

Approximately 25 big draggers are working out of Eureka, including nine for the Theo Weissich, two for Balestrier, one for Cooperative Fisheries, one for Consolidated, six for om Lazic and the remainder for Paladini.

The boats were running from 35,000 to 40,000 pounds per trip and delivering sufficient fish to keep local sole continued to lead the field among plants busy on full schedules. Dover species.

Donald Morgan Dies Of Attack in Panama

Skipper Donald Morgan, 54, died suddenly at Balboa, Canal Zone, in August of a heart attack. He had been in command of the "stay-below" clipper *Yolande Bertin* since last March. One of the best known tunamen in the Southern California fleet, Donald was one of the famed Morgan family of skippers. He is survived by two brothers, Harold Morgan, managing-owner, *Chicken of the Sea,* and Donald, skipper of the *Hortensia Bertin,* fishing out of Balboa. His wife, who had gone to Balboa to visit her husband, was waiting for him outside the store where he fell.

John Russo, well known San Francisco fisherman, has purchased the combination boat, **J. V. Ferrante,** from the Ferrante brothers of Monterey. John will operate the craft, re-christened **M. D. Grazie** out of San Francisco this season.

Beach Seining Flops On Puget Sockeyes

Beach seining with horses and Columbia River gear proved definitely unprofitable on Puget Sound this summer.

Two outfits made the attempt; one operated by Kenneth Parker on Cattle Pont; and the other by Henry Cayou on Flat Point.

The catch of Sockeyes was particularly disappointing, the fish seeming not to school within reach of the seine, and also to be prone to run the net. The result was that most of those taken were gilled, while a great many succeeded in breaking through the net. Definitely, the fish did not "lead," as do Columbia River Chinooks.

Against Pink salmon the seines were reported to be much more effective, but it is doubted if the venture generally was profitable.

Trawl Union President Has Baby Son

Another new and proud father was recently seen passing out cigars, when Mr. and Mrs. Phillip Pinkstaff of Astoria became parents of a son, James Phillip, born August 15 at Astoria. Weighing 4 pounds and 1½ oz., his happy mother says he is like a doll . . . only 16 inches long. Mr. Pinkstaff is the president of the Otter Trawlers Union, Local 50, Astoria, and is fishing on the dragger *"Nestucca,"* whose skipper is "Bud" Conger, fishing for San Juan Fishing Co., Warrenton.

Mr. and Mrs. *Vic Kaartinen* recently were congratulated on the birth of another daughter, Cheryl Ann, born in Astoria, and weighing 4 lbs. 12 oz. Cheryl has a sister, Janet, 8 years old. Vic is fishing with *Walt Miner,* on the *"Coolidge II"* which is fishing out of Astoria for New England Fish Co.

The dragger *"Broadway,"* skippered by *Cal Johnson,* fishing for New England Fish Co., of Oregon, was recently in drydock at the Ed. Salmi & Sons Boat Yards in Warrenton, for minor repairs and checkup.

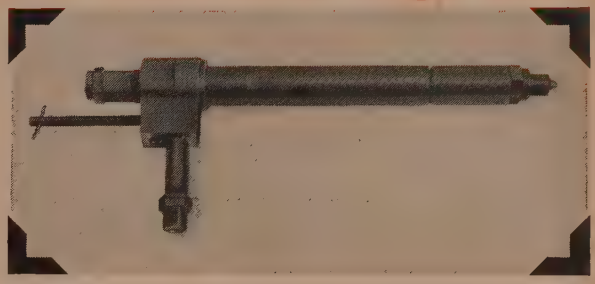
Bill Hawks, Astoria fisherman who has until recently, worked on the dragger *"Silver Queen"* with *Jack Stankovich* and on the *"Oregonian,"* with *Bill Thompson,* has become owner of a cafe and tavern in Warrenton, Ore., and will temporarily give up fishing.

STANDARD ENGINEER'S REPORT

DATA	
PRODUCT	Standard Diesel Fuel
UNIT	85 foot purse seiner — 400 H.P. Enterprise Diesel
CONDITIONS	Fishing off California and Mexico coasts
PERIOD	Since 1944
OWNER	Sal Colletto Monterey, Calif.

No deposits on diesel injectors in 1200 hours tough work!

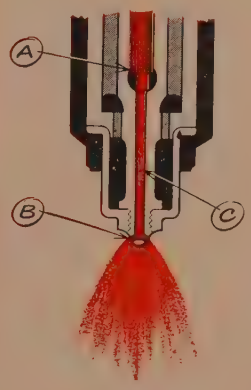
THE M.V. U.S. LIBERATOR fishes the high seas from California to as far south as Acapulco, Mexico. Her 400-H.P. propulsion engine works hard in the heavy seas, tides and tropical storms.



STANDARD DIESEL FUEL, used in the U.S. Liberator's engine since she was built in 1944, has always provided plenty of power and smooth operation under all conditions—has burned "clean" and kept fuel parts in good condition, according to her skipper and owner, Mr. Sal Colletto. Note the injector above removed for photographing after completion of a 1200-hour fishing cruise.

USING RPM DELO HEAVY DUTY Lubricating Oil, here being added by Chief Engineer Buda, has practically eliminated bearing and piston overhauls on the engine. After seven seasons of work without overhaul, an inspection showed the tool marks still on pistons, rings free and in good condition, bearings tight. During this period, oil was drained at about 250-hour intervals.

How Standard Diesel Fuel cuts repairs and ups engine efficiency



A. Complete distillation and cleanliness prevent wear of fuel-system parts.

B. Proper ignition quality provides even burning and sustained power with minimum combustion shock, quick starting and smooth idling.

C. Has correct viscosity to provide lubrication of fuel-system parts—assures less wear, minimum leakage and clean injection cut-off.

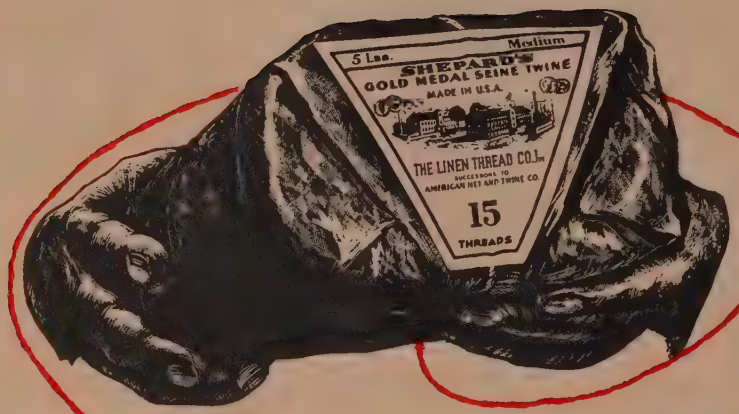
REMARKS: Standard Diesel Fuel and RPM DELO Oil work together to develop the highest efficiency in diesel engines and come in different grades to meet operating conditions in all sizes and types. The fuel comes to you clean and is made to exact specifications; the oil contains special compounds which resist oxidation, corrosion, stop foaming and prevent wear.

STANDARD DIESEL FUELS — RPM DELO LUBRICATING OILS

TRADEMARK "RPM DELO" REG. U.S. PAT. OFF.

STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write Standard Oil Company of California, 225 Bush St., San Francisco.

STANDARD OIL COMPANY OF CALIFORNIA



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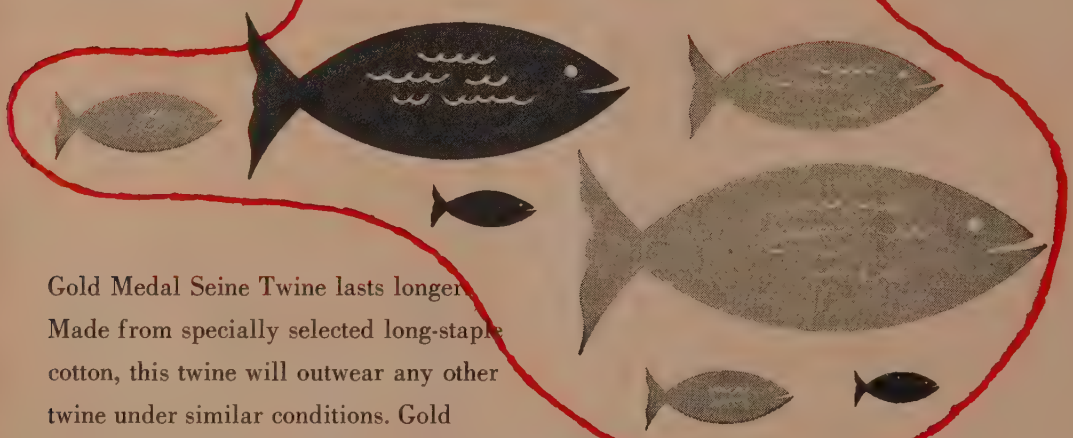

Gold Medal Seine Twine lasts longer. Made from specially selected long-staple cotton, this twine will outwear any other twine under similar conditions. Gold Medal Seine Twine is exactly the same twine used to make Gold Medal Netting — famous for quality and dependability for 109 years.

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Deep-Digging "Cobb" Finds Good Fishing

Favorable fishing at depths beyond those usually fished off the coast of Washington are reported by the Fish and Wildlife Service exploratory vessel *John N. Cobb*.

Drags in the deep trough running southwest out of Cape Flattery produced fair quantities of black cod, Dover sole, and Pacific ocean perch. The better drags made in this area yielded 3600 to 5500 pounds of bottom fish in tows of one hour duration and made at depths from 130 fathoms to 186 fathoms.

Several tows made at depths from 150 to 220 fathoms, approximately 40 miles west of Lapush yielded good catches of Pacific ocean perch and other red rockfish. These drags, also one hour in length, produced from 5000 to 6500 pounds of fish.

The catches made at these depths were relatively clean and contained only small numbers of unmarketable scrap fish.

A. Crivello, Monterey, recently took delivery of a 40' x 12' combination boat, built by A. Mauricio, Fort Bragg, Calif. The craft was powered with a 165 hp. GM diesel engine, purchased from the Fort Bragg branch of West Coast Engine & Equipment Co. The boat has been named **Tommy Boy.**

"NORMA-JOAN" is Ernie Parker's P & H diesel-powered ocean fishing craft, operated in commercial trolling by George Larsen.

New Mill for "Zarco"

The venerable tuna clipper "Zarco," formerly "Chicken of the Sea," is ready to fish again with a new 525-hp. Enterprise diesel. Campbell Machine Co. installed the engine, as well as a new Coolidge propeller. Manuel Faiteira is managing owner of the vessel.

Boat Builder Builds Boat—for Himself

Glen Latham, an employe of the Sagstad Shipyard, Seattle, built and launched a boat of his own in September, an auxiliary sailing craft which he has designed for tuna trolling as well as pleasure. He expects to fish her for Albacore in season, and work in boat yards at other times.

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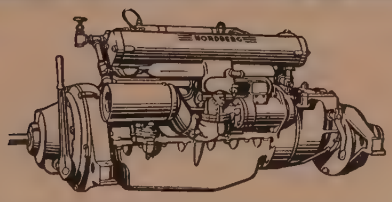

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PFLUEGER Hooks

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Ask for Pflueger Hooks and you save money with the finest fish hook construction known. Tough steel and dependable finish give you extra long service from every hook. Points are needle sharp—hooks hold their shape.

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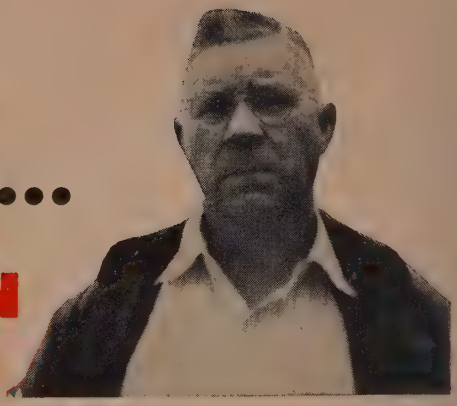
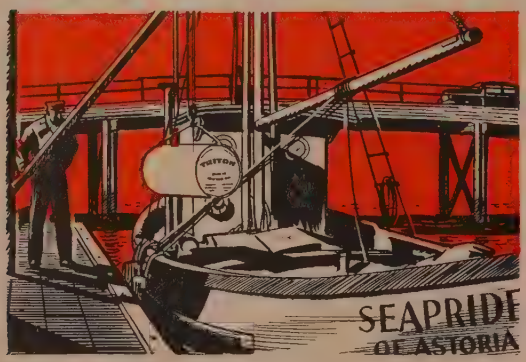
39 YEARS IN THE ASTORIA FLEET...



HE KNOWS HE CAN RELY ON UNION'S FAMOUS MARINE PRODUCTS!

Skipper Nils Sagen has been an active fisherman in the Astoria fleet for 39 years. Recently he wrote: "After having had trouble with stuck valves and carbon from another brand of oil in the Chrysler Crown engine of my troller *SEA PRIDE,* I changed to TRITON. Since changing I have fished steady and have had no trouble from stuck valves or carbon anywhere in the engine. This very satisfactory service I feel is due to the high quality of TRITON motor oil and 76 GASOLINE, which make a fine team."

The "fine team" Skipper Sagen refers to is particularly suited to the requirements of gasoline-powered craft.



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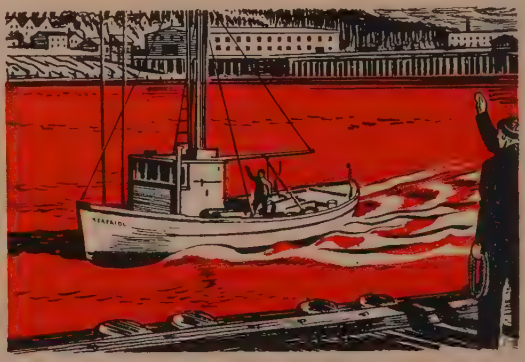
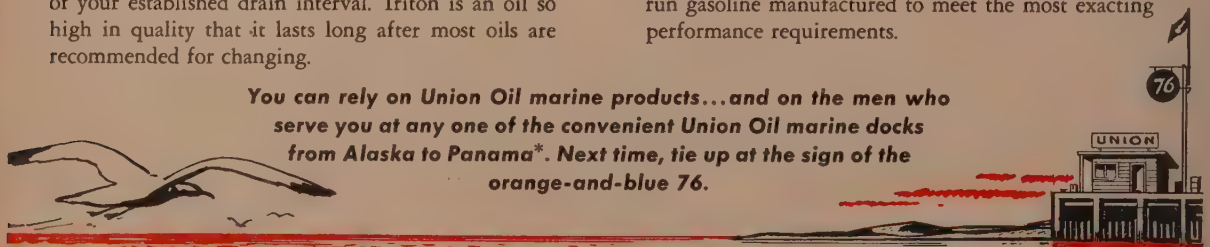


76 WHITE GASOLINE. 76 Gasoline furnishes easy starting, smooth and rapid acceleration, full power and economical operation. 76 is a clear, unleaded, straight-run gasoline manufactured to meet the most exacting performance requirements.

You can rely on Union Oil marine products...and on the men who serve you at any one of the convenient Union Oil marine docks from Alaska to Panama*. Next time, tie up at the sign of the orange-and-blue 76.



76 UNION OIL COMPANY OF CALIFORNIA

*Union Oil marine products are also available in most principal west coast ports throughout Central and South America and in the Far East.

TUNA CLIPPER GOSSIP

EXPLORER, operated by Joe Soares, now is fishing with two 14-foot Kettenburg tuna tenders, powered with Chrysler Aces, V-drive . . . An RCA 5-watt radiotelephone has gone aboard the *Martin B's* tuna tender . . . Frank Asaro has taken over the small *Lady* and has renamed her *Nina Phyllis.* She has a new Bendix depth recorder and a Kaar direction finder, both sold and installed by Shepherd Diesel Marine of San Diego . . . Manuel Chagas decided on a Wood Freeman Metal Marine Pilot for his *Irene S . . . Mary Jean* is the name of the former *North America.* W. C. Fair is skipper and part-owner.

TONY OLIVIERA, captain-owner of the *Sun Dora,* is back from Portugal and again in command of his clipper . . . Joe Baptiste, back from Portugal, and skipper of the *Monarch,* is reported to be slated as skipper of the *Sun Glow,* replacing Frank Valim who will command Frank Perry's new *Columbia* . . . Leonard Drummond, formerly of the *Sun Queen,* is new skipper on *Star of the Sea* . . . Mary Teresa Rosa, daughter of Manuel G. Rosa, is engaged to Dr. George C. Santos, who recently completed his interneship at Mercy Hospital, San Diego . . . Victor Goularte Jr. is now in the Army, somewhere in the South Pacific. His father is skipper and part owner of the *Endeavor.*

SUN KING has been sold to Joe Pombo and associates and the new skipper is Frank E. Rodriguez . . . Ralph McCabe left the *Sun Traveler* after Joe Pombo and associates bought her and her new skipper is Anibel Freitas, who was captain of the *City of San Diego* . . . Januario Joseph, known in the industry as *January Jo,* died recently of a heart attack. He was the original owner-skipper of the *Magellan,* built at San Diego in the early '30s . . . Another death in the pioneer tuna personnel occurred at Point Loma when Sabino Enos, formerly an associate on the *Mayflower, passed away* . . . Al Rodrigues, former tuna fisherman on the *Paramount,* was married to Mrs. Mary Patitas, recently, with a honeymoon spent at Lake Tahoe. He is a partner in the *Belle of Portugal,* of which his son Eugene is skipper . . . Matt Ghio, owner of the *Benita,* plans a trip to Europe, accompanied by his wife and neice Norma . . .

"Countess" Crew Cleared Of Abandonment Charge

Crew of the San Diego tuna clipper *Countess,* which piled on dangerous Sacramento Reef, Lower California, in July, was cleared by the U. S. Coast Guard of "ship abandonment" charges brought by Captain James D. Farrar. The vessel was a total loss.

Comdr. A. S. Elliott, senior investigating officer for the USCG at Long Beach, declared his probe showed no evidence that the 13-man crew left the clipper in any situation other than that in which abandonment would be called for.

Dee Spann, Crescent City, California, has purchased the salmon troller *Pauline* formerly working out of Eureka. The craft is a 36-footer, with a Chrysler marine engine.

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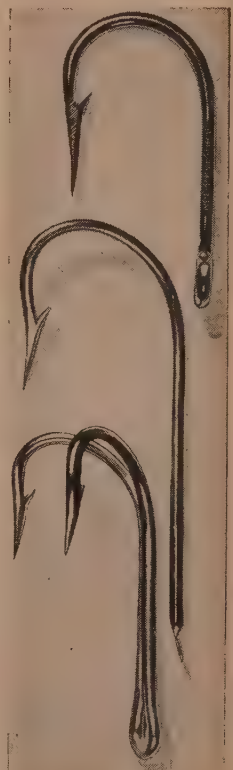

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NEWPORT NEWS

Jack Knutsen's long-liner *Grant*, of Seattle, came into Newport in September with a load of black cod and was tied up at the upper troller dock for several days while the crew of four or five men took a few days off visiting in Seattle and Portland. . . . The bar at the Suislaw River (Florence) has again taken its toll of days lost to the fishermen when the wind for 21 days straight did not leave enough water in between the swells to permit any boats to cross over. This condition is of a rather frequent occurence and prevents many knowing fishermen, who would like to fish out of that port, from crossing in, except when perfect weather is in prospect, or in an emergency. Fishermen say the conditions there would be eliminated by about an 800 foot extension to the jetty and that an effort is being made to interest the government in such a project. . . . While fishing off the Suislaw the troller *NEVA*, in a fog and wind, was unable to get her anchor more than half way in, and was drifting in toward the beach when located by *John Avery* in his *SHEARWATER*, who put a line over his stern and pulled her out to deeper water and turned her over to *Hank Reinertson's NELL*, who towed her in to Florence. In trying to get clear of the *NEVA* the *SHEARWATER* fouled her shaft in the *NEVA'S* anchor line and was picked up by *Ben Safley* with the *DARE II*, who towed her in to Newport. She went on Winget's ways, had her shaft freed, and was given a complete paint job.

Walton Resigns Alaska Fishery Board Office

William R. Walton of Sitka, convicted and fined for illegal fishing, late in August resigned from the Alaska Fishery Board, of which he was chairman.

He was replaced by W. O. "Bo" Smith of Ketchikan, the appointment being a perogative of Governor Ernest Gruening.

Walton was charged with having his purse seine loaded with fish before the opening of the 1951 salmon season.

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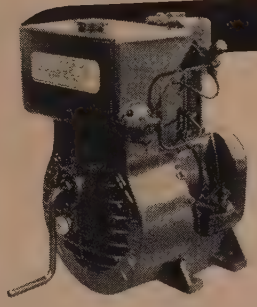

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5 HORSEPOWER AT 1800 RPM

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Serial No. AC 10148		484.50	375.00
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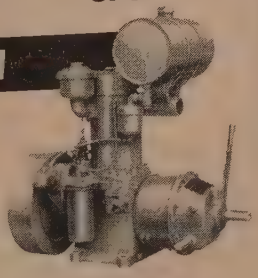
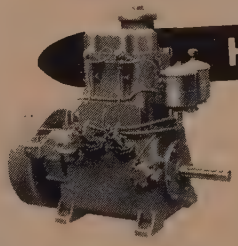
Serial No. AC 10144		484.50	375.00
IN SAN DIEGO STOCK:			
Serial No. AC 10142	with 12 Volt Electric Starter and Generator	583.00	460.00
Serial No. AC 10143	with 12 Volt Electric Starter and Generator	583.00	460.00
Serial No. AC 9847		484.50	375.00



HALLETT MODEL D1-ASC, water cooled

8 HORSEPOWER AT 1500 RPM

		REG. PRICE	SALE PRICE
IN SAN DIEGO STOCK:			
Serial No. 9017	with Clutch and 12 Volt Starter and Generator	$1024.00	$595.00
IN LOS ANGELES STOCK: (Demonstrator)			
Serial No. 9047	with Clutch, Heat Exchanger, and 12 Volt Starter and Generator	1142.75	570.00



HALLETT MODEL D2-RSC, water cooled

18 HORSEPOWER AT 1500 RPM

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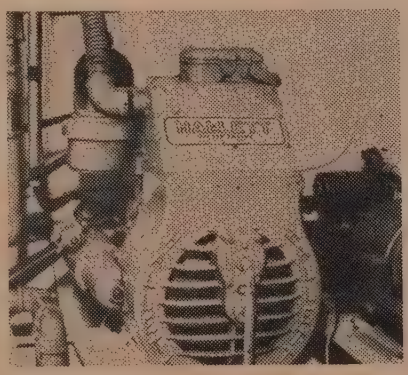
Pictured above is the "Sylvia Shaw" on her trial run at Jacksonville, Florida. And, of course, her Hallett auxiliary can be depended upon to keep her at the peak of efficient running operation.



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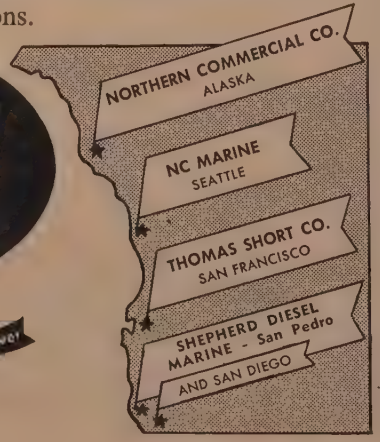

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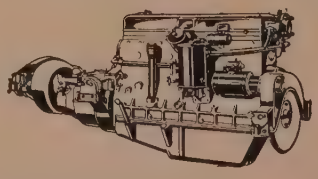

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Tunamen Tie Up; Sardine Fleet is Set

By September 10 there were 75 clippers in Southern California's two tuna ports, unloaded and tied to dock without sailing orders. There were almost 50 vessels waiting to unload, holding their tuna under refrigeration.

There were about 80 clippers at sea in early September. To the Southern California tuna tonnage of August, 27,026 tons, could be added 34,000 tons, waiting for unloading or in the holds of vessels at sea.

The purse seine fleet, almost 100% in port, as this issue of PFN went to press, began its three-day Fishermen's Fiesta in honor of San Pedro as the world's largest fish-tonnage port. Also, they waited for the opening of the sardine season, October 1 (new moon). Negotiations between boat owners, represented by the Fishermen's Cooperative Association, and sardine canneries were underway and it was hoped by fishermen that at least a $46 per ton price would be offered. Compensation to crew for the sardine season would be, as last year, on a scale of so much per ton of sardines caught.

The Cooperative's Sardine Committee consists of Andy Tipich, Matt Dragich, Joe Randazzo, John Zankich, John Evich, Paul Biazevich, Frank Manaka, John Zuanich, Matt Kormelich, Joe Califano, Pete Cezalovich, C. DiMassa, Andrew Rafkin, Frank Foretich, John Giacalone, and Melvin Jorgensen, plus John Real, Cooperative general manager.

New Bait Net Specs.

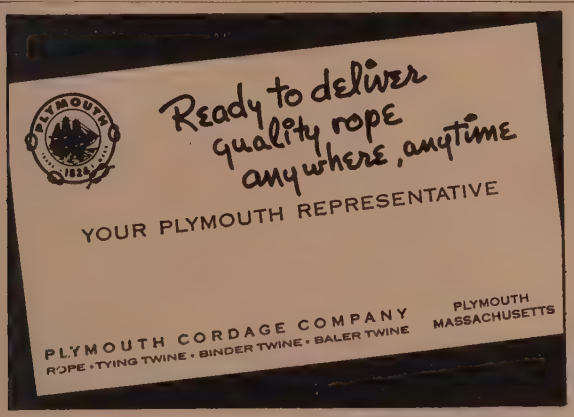
The new *Gulf Star,* built by Svondale and captained by Charles Kauffman, is now fishing with a new bait net shipped to the clipper by T. V. Carter of Long Beach. The wings of the net are 52 fathoms long by 13 fathoms deep. Sack is 45-pounds and the apron is 30 fathoms by 5½ fathoms.

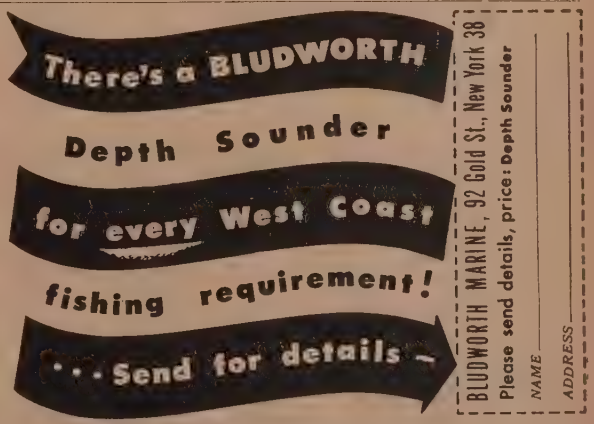
"Conte Bianco" Innovations Described in Article

New steel tuna clipper *Conte Bianco,* commanded by Capt. Laurie Massa, has a number of distinct innovations. These include a longitudinal framing system and combination of her bait water and refrigerated brine circulation systems, much as we done first in the clipper *Mary E. Petrich.*

This new vessel is described fully in an article in the October issue of PACIFIC FISHERMAN. Fishermen interested can enter a subscription to the entire magazine for $3 per year. Orders should be sent to PACIFIC FISHERMAN, 71 Columbia St., Seattle, Wash.

John G. Driscoll, Jr., formerly of the firm of Gray, Cary, Ames and Driscoll, San Diego attorneys, has opened an office in the Bank of America building of that city, for practice of law in admiralty. "Jerry" Driscoll for many years has been attorney for the American Tunaboat Association and is considered an expert in international problems affecting the tuna fisheries.





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Magnus Hansen Dies

Capt. Magnus Hansen, 65, veteran commercial fisherman known everywhere along the Pacific coast, died, apparently of a heart attack aboard his vessel, *Explorer,* in August. The vessel had been fishing Albacore off Lower Calfornia. A U. S. Coast Guard plane flew his body back to San Diego. He had been making his home in Long Beach during recent years, after a long career in the halibut fishery out of Seattle.

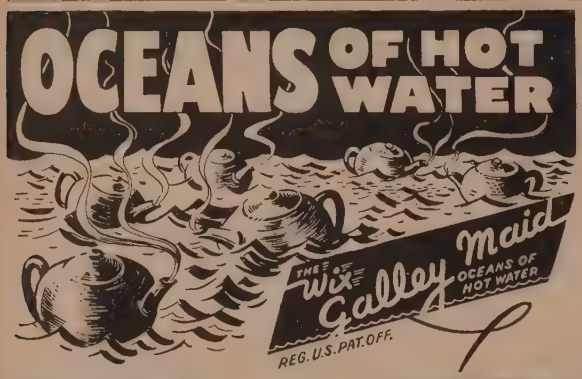
Albacorers' Auxiliary Does All-Round Job

Coronet, owned by Roy Wilson and Al Woodruff, and skippered by Jess Kerston, prepared for the San Diego Albacore season by installing a Petters 2-cyl., 10-hp. diesel, to operate auxiliaries. By line-shaft the diesel runs a 3" bait pump, bilge pump, 3-hp. compressor and an auxiliary compressor. The plant was supplied and installed by Shepherd Diesel Marine, San Diego.

Lost From Boat "Gem"

Holton Miller, Seattle, was missing at sea and presumed lost at presstime, having disappeared from the fishing boat *Gem* while she was in tow of a Coast Guard vessel.

John J. Stone, owner of *Gem,* reported that the vessel had been disabled and was taken in tow. A short time later he found Miller missing and communicated with the C. G. craft by radio. Long search failed to find Miller, or any evidence as to how or when he went overboard.



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Good Troll Fishing Ends Albacore Quest

Fishing for Albacore in Pacific waters north of Southern Oregon was a thing of the past before September was far advanced. Good salmon trolling proved as much of an influence as poor Albacore fishing as switching the boats from jigs to spoons and plugs.

High-Frequency 'Phone And Other Electronics

Liberator, purse seiner out of San Pedro, has added another radiotelephone to its pilothouse to supplement her 1,000-watt Northern. Marine Radio Service, San Pedro, put in a 35-watt Raytheon HF unit, operating from 4-17 megacycles.

Marine Radio compasses, automatic direction finders, have gone aboard the *La Belle, Duchess, Glacier* of Seattle, and the big tuna clipper *Challenger.*

Hawk II of San Pedro has a new 50-watt Northern radiotelephone in her pilothouse and the *Santa Maria* a new Northern 75-watt. Both sets were installed by Marine Radio Service.

DISCOVERER

Capt. Gordon White of Yaquina Bay, Master of the dragger DESTINY, is credited with discovery of Pacific Perch as a great fishery resource. This was in 1945, when he was master of the dragger YAQUINA.

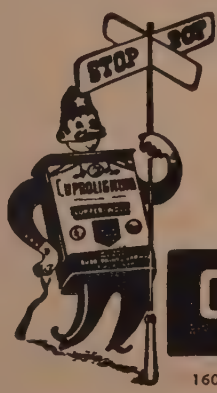
Larger-Mesh Sardine Seines Find Favor

Rolf Sannes of Seaside Supply Stores in San Pedro report sale of an increasing amount of 1¾" mesh x 12 sardine webbing. This represents a change from the customary 1¼" and was first used by Anton Misetich on the *Robin Hood.* A sardine net of the 1¾" mesh, 400 meshes deep, is the equivalent of *00 meshes of the 1¼ and is therefore less bulky and lighter. Nevertheless the mesh is small enough to prevent anchovy-gilling.

Other vessels hanging sardine nets with the new mesh include *Marauder, Progress, Seat Rider, John R, Western Sky, Treasure Island, St. Augustine II* and the *Cavalieri.*

Ice-Holding Refrigeration Serves 9 Albacorers

Nine Southern California fishing vessels completed the Albacore season with new ice-holding Freon refrigeration systems working at full capacity. The Ralph E. Mann Co., Wilmington, did the work on the vessels which included the "Gold Stack," "Chinampa," "Bali Hai," "Chum," "St. Anthony," "Swan," "Vita," "Ava" and the "South Cape."



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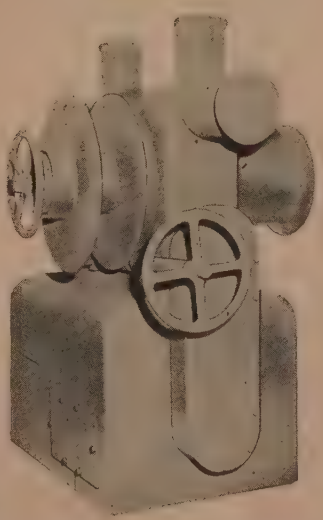

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Mid-Pacific Skipjack Too Fast For Seining

Fishing a linen purse seine 400 fathoms long and 46 fathoms deep, the Pacific Oceanic Fisheries Investigations vessel *John R. Manning* this summer made seven sets on tuna without taking one fish of this species.

The schools on which the sets were made proved extremely erratic, and the clear water seemed to warn them of the net and thus to induce sounding before it could be pursed.

It is now planned to attempt seining around a school of tuna held at the surface by chumming from a bait boat.

Swordfishing Slack

Swordfish in Southern California provided few really large catches this season. J. J. Camillo reports the delivery of 26 fish by the *Serang* of Santa Barbara. *Minnie Y* has had a four-fish delivery and the *Gordito* has had a fare of 16 on one trip.

Built Her Himself

John Poutous of San Diego knows his 45' combination vessel, *Arlette J*, from the keel up, for he built the craft himself and selected for propulsion a General Motors 671 diesel engine and for auxiliary, an 8-hp. 1-cylinder Lister-Blackstone engine.

The 18 ton vessel has ammonia refrigeration, a Fisher direction finder and Fisher radiotelephone.

Booth at Long Beach

F. E. Booth Company, Long Beach, in preparation for the opening of the sardine season, October 1, added 100 retort baskets to cannery equipment, sold by Harry Reed, United Sales & Engineering Company, Los Angeles. Paul Alsup is superindendent of the plant acquired last year formerly known as Golden State Packing Company.

Pacific Fisherman's News Section

Alaska will seek to have the Supreme Court of the United States pass upon the validity of its law charging non-resident fishermen a $50 fee for an Alaskan fishing license when residents pay but $5.

The law was thrown out by the court of appeals, but is to be carried to Washington for final ruling. The lower court held it was so discriminatory as to transgress the law giving all American citizens equal right of fishery in Alaska.

Capt. R. H. Baker, San Diego master mariner, has built new headquarters for his school of navigation for tuna personnel on the Byron St. mole of the new Point Loma small-boat area. Recent pupils to graduate include, **Richard Joseph**, skipper of the **Antionette B; John Gonsalves** of the **St. Joseph; Julius Zolezzi, Lone Wolf**, and **Joe Plichta, Sun Harbor.**

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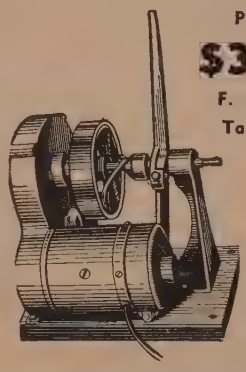

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65 ft. halibut schooner. Enterprise Diesel engine. Freon refrigeration. Bendix depth recorder. Radio-telephone. All-wave direction finder. Iron mike. Rigged for Albacore. Ready to go. For further information write: Harold Hansen, 2246 Belmont Ave., Long Beach, California, phone L.B. 9-5818.

WANTED: Cannery Superintendent for medium-sized fish cannery that cans and freezes all types of seafood. Cannery located in State of Washington. Applicant must have mechanical ability, full understanding of cannery operations, and experience in handling all types of seafood produced in Northwest. Give age, education, qualifications, full details of experience, and salary expected. All replies held in confidence. Write: Box 4, PF, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Wn.

FOR SALE: Gilinet boat, 28' x 8' sternhauler. 80 h.p. Gray. Power reel. 300 fathom fall net like new, other gear. $5,500. Art Bright, 1615 72nd S. E., Mercer Island, Wash. Phone: ADams 1033.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—new! Priced for quick sale. SHERMAN SUPPLY CO., 2456-1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

FOR SALE: Two used bait nets 145 fathoms long in good condition. Sale price $275 each. Contact "Johnny, the Sheik". Hotel Powell, San Francisco, Calif. Phone GArfield 1-6378.

FOR SALE: NEW HULL DESIGNED BY HANSEN: Troller, 37' x 10'10" x 4'2". Complete except pilot house and tanks. In Everett yard. Call H. Gangmark, EL 4462, Pier 55, Seattle, Wash.

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FOR SALE: 57' Schooner type fishing boat 14' beam 9' depth, carries 35,000 lbs. Sleeps 6. 65 hp. heavy duty Atlas engine. 32 skates halibut gear. Good condition. Equipped with radio; Rented Fathometer; fuel 1500 gals.; water 200 gals. Ideal for halibut and albacore. Vincent G. Anderson, Box 94, Juneau, Alaska.

WANTED: 28 to 32-ft. Gillnet boat. Double-ender or round stern. In part trade for 5-room house at Lynnwood, Wn. 5314 Russell Ave., Seattle, Wn. Phone DE 5847.

FOR SALE: 56-ft. purse seine boat with skiff, gear and nets. GM Diesel engine. Boat and engine in excellent condition. Very reasonable price for fast sale. "Boat Sweet Home," Ivan Suryan, 1113-16th, Anacortes, Wn.

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Columbia Run Up, But Short of Cycle

Summer salmon season of 1951 ran to its end on the Columbia River with most observers of the opinion that production had been better than in a couple of years previous.

Although cannery operators indicated a probable gain of about 10% over the spring season of 1950 (which was very poor), the average-catch graph which Arnie J. Suomela, Oregon director of fisheries, maintains in the Portland office of the Fish Commission showed that the run fell somewhat below that of the cycle year 1947. In particular, the 1951 season failed to develop the big spurt at the season's end which lifted the average delivery in 1947.

Late August fish at Astoria were large in size. Anton Sorensen, manager of the Union Fishermen's Cooperative Packing Co., reported as the season closed that some deliveries averaged 40 lbs. to the fish—and that's big salmon in anyone's fish locker.

Matt Ghio, his wife and niece, Norma, are making an extensive trip throughout Europe, starting in September. The veteran clipper operator, owner of the **Benita** and former San Diego cannery executive, has been in semi-retirement during the past two years. **Mario Taso** is skipper of the **Benita.**

A. M. "Gus" Walker has been named marine engine manager, Engine Sales & Service, Terminal Island, handling Chrysler marine engines. Walker was branch manager, Atlas Imperial Diesel Engine Company in Astoria from 1939 to 1945, and was recently associated with Oswald Machine Works, San Francisco. Engine Sales & Service also sells and services Murphy, P.& H., and Witte diesel engines. Head of the firm is **Emil Riutta.**

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Here comes the "advance guard" of the entire new fleet of 20 gillnetters being built for Canadian Fishing Company of Vancouver, B.C. These three, and the seventeen to follow, are all powered with 95 hp Nordberg *ARROW* Gasoline Marine Engines.

Built by Sterling Shipyards Ltd., these husky gillnetters have a length of 32′-1¾″, a beam of 8′-8″, a depth of 4′ and a displacement of 8 tons. All 20 Nordberg *ARROWS* were furnished by Pacific Tractor & Equipment Co. of Vancouver.

This Nordberg powered fleet is another example of the way in which progressive operators are swinging to reliable, economical Nordberg Gasoline Marine Engines. *Mail the coupon for full details.*

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San Juan Enterprise Newest Element in Developing Trend

Integrated operation, in which a cannery is combined in a single plant with a cold storage and general fish business, is one of the new developments of the salmon industry on Puget Sound.

Latest integration of this sort, and perhaps the most comprehensive, is that of the San Juan Fishing & Packing Co., Seattle, "most comprehensive" because it adds a cannery to a plant which already packed fish by practically every method—fresh and frozen; salted, spiced and smoked; in tins and in glass; in boxes, carloads and consumer packages.

San Juan's Puget Sound cannery is a 1½-line high-speed outfit in every sense of the word; and is planned and equipped to stand on its own feet and earn a profit as an independent salmon cannery.

At the same time, the cannery is meshed with the fresh, frozen and cured divisions of the company's over-all operation on Puget Sound. With the cannery, the firm is able to make the most of its salmon under any condition of fish supply and market demand. For example, it can buy troll trips knowing that the splitters can be mild cured; the small Kings and large Silvers frozen; the white Kings kippered; and the small Silvers canned, if the demand for ocean-caught Cohoes indicates that this is the best market.

Arrangement Distinctive

The fish house and packing elements of the cannery are located in the northwest corner of the previously-existing San Juan plant, over the water; while the retorts, boiler, cooling, and casing are established in a new concrete block structure built on dry land, utilizing the existing concrete cold storage building as its south wall.

Cans from the closing machines pass through the wall of the cannery proper and then are carried 360° on a double-run open air cable conveyor which is one of the notable features of the entire development. It is hung on the exterior of the building on angle iron brackets.

Compactness Achieved Without Losing Effectiveness

The San Juan cannery is particularly notable in the degree to which it achieves compactness without sacrifice of capacity or cleanliness.

Fish reaches the cannery by truck or tender, and is hoisted to an elevated platform, where varieties are sorted and diverted to concrete fish bins from which they are drawn to the cannery proper. These bins are so arranged that if frozen fish are being canned thawing water can be run into the bins. On the other hand, it may be desirable to ice the fish in the bins for temporary holding — for which all the ice reserves of a great cold storage plant are available.

COMPACTNESS IN A CANNERY—Dressing and sliming sections of the San Juan Fishing & Packing Co. 1½-line cannery installed this year in its parent plant at Seattle. Fish drawn from the bins are delivered by the elevator seen in the extreme upper left, to be positioned for the Indexor, which carried them into the heading knife (under the curved housing in the lower left). Iron Chink feed man is in the extreme lower left, while dressed fish from the Chink are seen behind his back as they are carried to the sliming line shown at the right.

Boosts Capacity

Cuts Crop Damage

The Clyde A. Phillips, 95-foot oyster dredge out of Port Norris, N. Y., is powered by a GM 6-71 Diesel engine with GM Hydraulic Reverse Gear. Cruising speed is 11½ knots with engine driving 40" x 26" propeller through 3 to 1 reduction gear.

"I WOULDN'T use anything but a GM Diesel," says Skipper Clyde A. Phillips. "It has saved me thousands of dollars in undamaged oysters because it can be throttled down to dredge the crop more carefully. Yet I have instant power to return to correct space on the bed in a heavy sea."

Compactness of the GM Diesel saves valuable space—boosting the dredge's capacity by 600 bushels. Although smaller, this engine is far more powerful than the engine it replaced—yet it uses 30% less fuel.

Being 2-cycle, GM Diesels produce twice as many power strokes per revolution as 4-cycle Diesels. So, whether at idle or full speed, they deliver a smoother, steadier flow of power. They accelerate faster, respond instantly to controls, pack more power in less space.

All this—plus simple push-button starting, safe, low-cost operation and ease of maintenance—are reasons why fishermen everywhere are turning to GM Diesel engines. Your GM Distributor or Dealer will gladly give you all the facts.

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Fish are drawn from the five main bins through internal gates to a well in which a stainless steel flight elevator operates, raising the fish to the feed table for the Indexor and Iron Chink.

Chinked fish are delivered to the sliming table—which is parallel to the Indexor-Chink line—by a mesh belt running just beyond the working surface. Slimed fish are reached across this delivery belt and placed on conveyor belt segments, running from either hand to a centrally-located elevator, which raises them to the hoppers ahead of the fillers.

New Structure Added

An interesting feature of the San Juan cannery is that the half-pound line is of Continental Can Co. manufacture, while the tall line is American Can Co. machinery.

Filling, salting, weighing, clinching, and seaming follow conventional practice, the cans then passing out of the building to the long conveyor already referred to.

Entering the retort building, the cans are run into coolers and processed in three 10-car double-ended retorts manufactured by Reid Boiler Works. Retorted salmon is cooled on the open dock in fine weather, and in the ample end of the retort building when raining.

Layout of the cannery and planning of the custom-tailored equipment was largely the work of Chris Johnson, foreman, who has had extensive experience in Alaska canneries from Bristol Bay to Chatham Strait.

General view of the 1 ½-line San Juan cannery installed this year in the company's plant in Seattle. American Can Co. 1-lb. tall line is seen on the left and Continental Can Co. ½-flat line on the right. Elevator in the background raises fish from the sliming table to the filler hoppers. Upper right, outside the door, can be seen the hoist by which the fish are raised to the concrete fish bins.

New Aspects of Fish Packing Plant Integration

This matter of integration between cannery, cold storage and other facilities is worthy of some detailed examination.

There is nothing particularly new about a salmon cannery and a cold storage operating side-by-side, even under the same roof. Numerous companies have had such combined plants for many years. For example, New England Fish Co. at Ketchikan; British Columbia Packers at Namu; The Canadian Fishing Co. at Butedale; Union Fishermen's Cooperative Packing Co. and Columbia River Packers Association at Astoria.

In these instances, however, the canneries and the cold storages or other departments largely have operated as independent units, with comparatively little relationship, and in most of them the cannery has been the dominant element. In a few (such as the Barbey Packing Co. at Astoria) the principal function of the cold storage has been to provide refrigeration for fish prior to canning. A somewhat similar development in California sardine canneries produced substantial refrigeration elements in the canneries for holding sardines in low-temperature brine overnight for early canning the next day.

In recent years Puget Sound has seen a somewhat different trend toward integration, of which the San Juan plant is the latest manifestation. This trend is "somewhat different" in that the canneries have been developed as accessory elements in al-

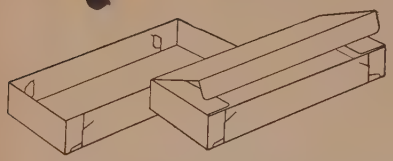
General view in the retort room of San Juan's new cannery at Seattle. Boiler and retorts are housed in a new building over 300 feet from the canning lines. It is a concrete block structure, one wall of which (seen at the left) is that of the main cold storage plant. Conveyors bring filled cans more than 300 ft. along the side of the main structure and deliver them to cooler loading stations through the wall openings seen in the background.

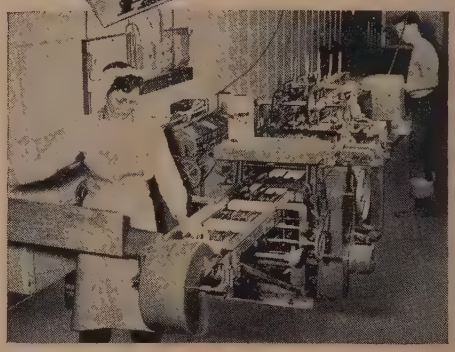
WATCH SAVINGS CLIMB!

By making your own cartons with the *Tray-Lock Machine* and wrapping on the high-speed *Model FF*, you join America's most efficient packers. Check the savings these modern machines make. Learn how the initial costs are repaid in several months' time by the big economies in labor and materials.

Forming sturdy cartons or trays from thrifty die-cut blanks, the Tray-Lock makes large savings over factory-processed cartons. Except for occasional feeding of blanks, no operator is required. Is adaptable to a variety of carton styles. Adjustable for a wide range of sizes. Speed to 90 a minute. Cartons are turned out right-side-up, ready for filling.

Fastest-selling frozen food wrapper on the market, the Model FF wraps trays and cartons at 100 a minute. Specially designed conveyor keeps spilled pieces from entering the machine. Any type of material suitable for wrapping frozen foods can be used. The Model FF is quickly adjustable for a wide range of sizes.





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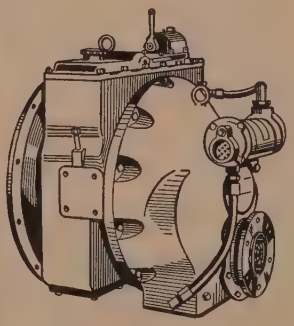

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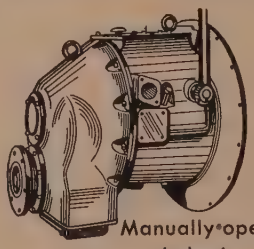

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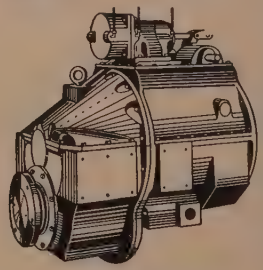

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THE SNOW-NABSTEDT GEAR CORP. REVERSE & REDUCTION S-N GEARS HAMDEN, CONN., U.S.A.

ready-existing plants—and particularly to plants where the freezer was only one element in a diversified operation.

"In Mesh" Integration Distinct from "Parallel"

Thus in this new type of integration (as manifest in the plants of the Washington Fish & Oyster Co. and the San Juan Fishing & Packing Co. at Seattle and the New England Fish Co. at Everett) the canneries were added to existing operations which were devoted to carload packing and shipping of fresh fish, to filleting and packaging and other processing as well as to freezing. Moreover, they were concerned with the handling of many kinds of fish, not essentially to salmon.

In this type of integrated development the cannery becomes a part of the packing enterprise as a whole, and operates in mesh with it, rather than as a parallel and largely separate element.

Although there are times when the cannery operates on its own fish supply, with next to no relationship to the balance of the plant, on other occasions the several departments run in gear, each supplementing the other, and permitting the most to be made of the material in hand.

Offal from the San Juan cannery operation at Seattle is ground and frozen for sale as feed for fur animals. The Iron Chink, right, discharged offal into a perforated bucket suspended in a hole in the floor, seen at the bottom of the picture. The filled bucket is shown here as it is lifted and drained before the offal is discharged for grinding and freezing.

Detail of the sliming line in the new San Juan cannery at Seattle. Fish from the Iron Chink are delivered by conveyor at lower left and carried to the slimers by the upper (left) conveyor chain. Lower (right) chains run to the middle from either end, delivering slimed fish to the elevator, middle right, which lifts them to the filler hopper.

Mexican Coast Cannery Capacity is Expanded

La Industrial de Ensenda, Ensenda, Lower California, sardine, mackerel and abalone canning plant operated by Salazar brothers, has again been enlarged with installation of two 250-hp. boilers and two 20′ sections to the exhaust box, these equipped with packing tables. The fish packing table is now 80′ long. Equipment was supplied by United Sales & Engineering Company, Los Angeles.

Harry Reed, manager of the Los Angeles concern also reports that, this year he has shipped 12 Harris Quick-Opening retort doors to sardine packing and reduction plants along the coast of West Africa, handled by Wilbur-Ellis Company, San Francisco.

J. M. Buchanan Heads B. C. Salmon Operators

John M. Buchanan, president of B. C. Packers, was recently elected chairman of the Salmon Canners Operating Committee of British Columbia, succeeding S. M. Rosenberg, president of Canadian Fishing Co. Mr. Buchanan recently was honored otherwise by appointment as one of the governors of the University of British Columbia.

Vice chairman in charge of general operating matters is Richie Nelson, head of Nelson Bros. Fisheries; vice-chairman for sales and advertising, Roger Hager; vice-chairman, labor relations, E. L. Harrison. Executive assistant to the chairman is A. H. Sager, who joined the organization earlier in the year. J. Macdonald continues as secretary.

Crabs Fly South In Paper Bags

The Olympic Seafood Co. has been making regular shipments of fresh crab from Juneau to Seattle by Pan American World Airways. Clarence Taylor is superintendent of the operation, which packs crab in special four-layer paper bags. The crabs are dressed before shipping.

Pan American Ariways put in a 5-cent-per-pound rate in lots of 1,000 pounds or more to make the air shipment possible.. The Olympic company's products are handled by Haines Oyster Co., Seattle.

Al Strachan, who used to be at the Vancouver, B. C., plant of the Fishermen's Co-operative Association, and who went to Eureka, Calif., to handle the mild cure production there, has been appointed manager. He is replacing Cliff Coppin, who recently resigned.

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

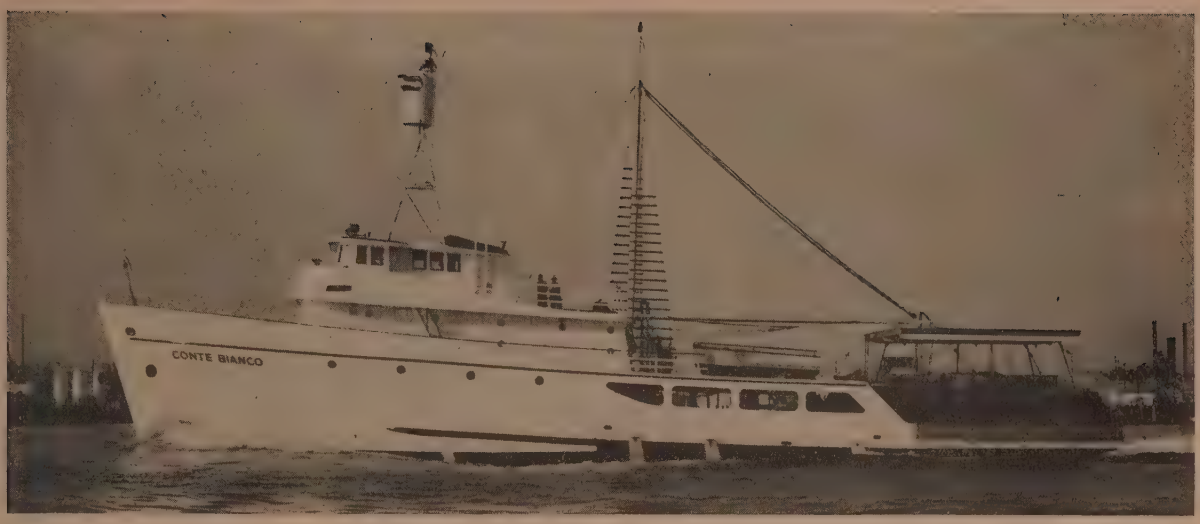
Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham



CONTE BIANCO

Clipper Carries Innovations Into Fast-Evolving Tuna Fishery

Conte Bianco, newest member of Southern California's steel tuna clipper fleet, has made her maiden voyage for Yellowfin and Skipjack. De signed by William P. Trammell, and built by National Steel & Shipbuilding Corporation, San Diego, she is owned by Andrea Castagnola, Capt. Laurie Massa & Associates and fishes for Van Camp Sea Food Company.

The clipper features a number of innovations incorporated in hull and machinery layout by Naval Architect Trammell of NS&S. (Hull features of longitudinal framing, etc. were fully described in *Pacific Fisherman,* June, 1951.)

General dimensions are: Length, 127' overall; beam, 30' 6"; depth, 14' 6"; molded height to raised deck, 21' 10". Deckhouse is of plywood, with fir framing and mahogany trim. Hull is of electric arc-weld construction, with a raked stem and modified cruiser stern. Steel plating is largely 5/16".

Propulsion engine is an 800-hp. super-charged, 8 cyl., Model DMG-38 Enterprise diesel, 12 by 14, 4-stroke cycle, direct-reversing, and turning at 400-rpm. Tail shaft is of Monel metal, 6⅜", with 7½" I.D. Goodrich Cutless rubber bearings. Measured mile speed, loaded, was 11.6 knots, making the *Conte Bianco* one of the fleet's faster clippers. The wheel, by Lambie Propeller Company, Wilmington, is 3-bladed, solid bronze, 46" by 70".

Auxiliary power plant is a pair of Model 122 Murphy diesels, 6 cyl., 200-hp. direct connected to 133-kw. 220 volt, 3 phase, a.c. generators, turning 1,200-rpm., and non reversible. These diesel-generating sets

Here are seven of the owners of CONTE BIANCO, with mayor of San Diego as their guest. On the extreme right stands Capt. Laurie Massa, master of the vessel. Next to the left is Mayor John Butler. Then, reading to the left: Andrea Castagnola, veteran tunaman and head of the owning families; Capt. Louis Castagnola, master of the CONTE DI SAVOIA; John Castagnola, assistant engineer; Andrew Castagnola, managing owner of the CONTI DI SAVOIA; Steve Massa, navigator and managing owner; Joe Castagnola, U. S. C. G. Other owners not included in the picture are Francisco Sanfilippo and Mrs. B. Trevisini.

PAULS KNOTS don't slip!

For a period of over ten years records of performance, by leading salmon gillnetters, all along the Pacific coast show consistent record catches by users of Pauls Locknot netting. Pauls Locknot is scientifically made so it absolutely cannot be turned or slipped. Shad and Sea Bass fisheries have also found Pauls Locknot gill netting highly productive, because it eliminates loss of fish due to knot slipping. Try it once and you too will agree it is the finest netting you ever used.

PAULS FISH NET CO., Main Office 357 W. OHIO ST., CHICAGO, ILL.

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Netting
PACIFIC COAST DISTRIBUTORS
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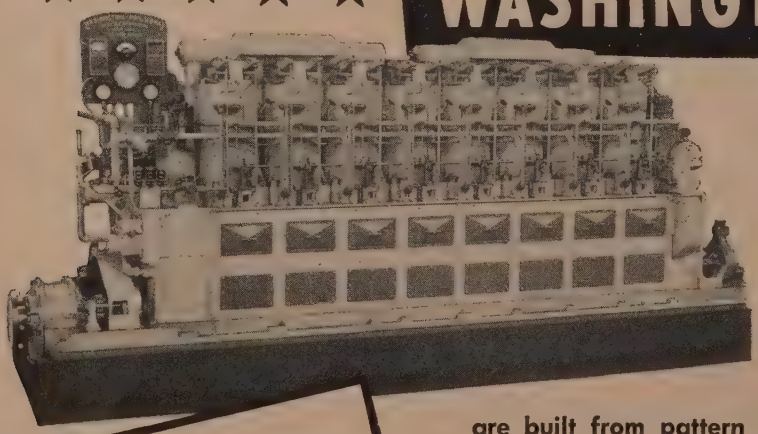
Joe Rappa, 44 Municipal Wharf, Monterey, Calif.
Alfred Puusti & Co., 212 Taylor Ave., Astoria, Oregon
Nordby Supply Co., 1300 Western Ave., Seattle, Washington

★ ★ ★ ★ ★ **WASHINGTON DIESEL**



PROVEN DEPENDABILITY plus the assurance of responsibility on the part of the manufacturer have led fishing vessel owners to choose Washington diesels again and again for over 29 years.

Range of models from three to eight cylinders, 90 to 1000 horsepower, 277 to 450 rpm.

Washington diesel engines are built from pattern to final inspection in one big eight acre plant, with completely integrated facilities. Each installation is further safeguarded by expert engineering counsel, efficient service and parts availability for years to come.

WASHINGTON IRON WORKS

THE FIRST WASHINGTON DIESEL EVER BUILT IS STILL IN COMMERCIAL OPERATION

WASHINGTON IRON WORKS

1500 6TH AVENUE SOUTH — *Since - 1882* — SEATTLE 4, WASHINGTON

The four Baker compressors, each driven by a 25-hp. Fairbanks-Morse motor, which enable "Conte Bianco" to freeze and hold 300 tons of tuna are shown in the left photograph. On the right of one of the two Murphy diesels employed in vital auxiliary service to power the pump and refrigeration system on which a clipper's entire operation depends. These Murphy diesels are air-started, with the Gardner-Denver air motor-starter unit shown at the lower right and the auxiliary compressor at the upper right.

were supplied by Diesel Technical Service, San Diego Murphy distributors. Air-starting motors are Gardner-Denver.

Pumps Are Combined

One of the innovations in machinery hook-up is that of the combined bait and brine pump system, which replaces the conventional large vertical-type single-purpose bait pumps, and hooks the bait water pumping system into brine circulation function.

There are 13 Fairbanks Morse 5 by 5 pumps, cast iron, bronze trimmed, Monel shaft, centrifugal type, 900 gpm. at 12' head. These are driven by 5-hp. motors.

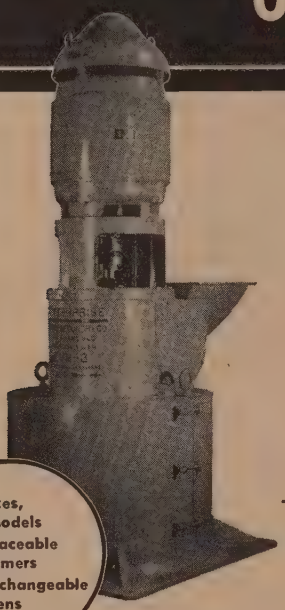
When working as bait pumps, water is drawn through 10" heavy-pipe sea chests, providing for each pair of pumps. Bait piping consists of a 5" steel chest mounted directly on sea chest; then a short run of 5" pipe to the pump and a 5" discharge elbow into the well; 10" overflow valves are filled in the three pairs of wells used for bait. There are six sea chests, three on each side.

Brine circulation and transfer are accomplished by the bait pump discharging into the particular system desired. Brine circulation consists of 3" line to discharge side, reducing to 2½" and discharging near center of top of the well. A 2½" gate valve is provided in vertical line to regulate flow.

A brine transfer leader of 3" pipe

Left, Control side of the 800-hp. Enterprise main diesel, with one of the 200-hp. Murphy diesel auxiliary units. The Murphys are started by Gardner-Denver air motors. Between the two engines is the water-tight opening into the shaft alley, shown on the right. The shaft alley is notable for its combination of the bait water and refrigerated brine circulation functions of the pumping system. This eliminates the usual vertical brine pumps, with considerable saving in cost, while providing over-size capacity for brine circulation in the cargo wells.

Enterprise Vertical Mills Outperform, Outlast Them all



- 4 Sizes, 17 Models
- Replaceable Hammers
- Interchangeable Screens

FISH REDUCTION PLANTS using Enterprise Vertical Mills know their value in terms of high output per hp, top product quality and uniformity, minimum maintenance and repair costs. For greater profits in *your* reduction operations, write for full details today.

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A Subsidiary of General Metals Corporation
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Enterprise Process Machinery

KNOW YOUR DEPTH

(UP TO 360 FEET) with the compact and economical

SurEcho

Designed particularly for fishing, yachting, and small commercial craft operators . . . so compact that it fits *any* size boat, and requires very little power. Call EHG for full information on this accurate, rugged depth-sounder that sells complete for little over $400.00! Made by Wilfred O. White & Sons, Inc.

California's Most Complete Marine Electrical Service

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SAN FRANCISCO	551 Mission Street
WILMINGTON	218 N. Avalon Blvd.
STOCKTON	233 N. San Joaquin
SAN DIEGO	Foot of Sampson St.
OAKLAND	4730 East 14th Street
MONTEREY	484 Washington St.

Fast Way to Clean Fish Boxes and Tubs

NO more time lost scraping or brushing fish boxes and tubs. Now clean them with the Oakite Steam-Detergent Gun . . . fuses heat, force, powerful Oakite detergent to remove dried slime, scale, fish particles — all bacteria-breeding deposits. Cleans tubs, boxes, work tables, ship holds in a fraction of the usual time.

Ask your local Oakite Technical Service Representative for FREE demonstration. Or write for Oakite's "44" Digest. FREE!

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SPECIALIZED INDUSTRIAL CLEANING

OAKITE

TRADE MARK REG U.S. PAT. OFF.

MATERIALS • METHODS • SERVICE

interconnects the brine wells and bait tanks. Brine is taken from 3" vertical run of the circulator piping and passed into the header at the well. All motors—over 30 altogether from ¼-hp. to 25-hp.—and all pumps are Fairbanks-Morse.

The refrigeration system, for 300 tons capacity, is by Baker, with equipment supplied by Baker Engineering Corporation, Los Angeles. There are four Model 8A compressors, 5½ by 5½, driven by 25-hp. motors. Fish is held in 10 wells and two bait tanks aft on the main deck.

Refrigeration plan provides for 100 tons of continuous refrigeration. There is a shell-and-tube condenser of welded construction, galvanized, containing 2,800' of 1¼" ammonia piping. For the galley and ship's stores another Baker, 2⅞" by 2¼", driven by a 3-hp. motor was installed.

Carries 16 Men

In the galley, with its Monel drainboards, stainless steel sink, hot and cold running water, electric coffee makers, etc., the central piece of equipment is a Model 120, CRM Ingle oil-burning range.

Accommodations are provided for a crew of 16. Skipper and chief engineer have separate quarters; then there are an 8-room stateroom; three 2-men rooms and of course the radio-room.

Control of the propulsion engine centers in the pilothouse. Steering is by a Sperry Mark XIV engine, with both manual and mechanical operation. Fuel capacity for an estimated 12,000 miles of cruising is 50,000 gals.; lube tanks hold 1,300 gals.; fresh water, 4,200 gals.

Essential navigational equipment include a 1,000-fathom sonic depth finder, a "Fathometer"; radiotelephone and CW communications. Windlass is a Johnson Foundry, Model No. 3, with one wildcat to fit ⅞" stud link chain, and one reel to handle 1,400' of ¾" BBB chain; one gypsy head. Power: 10-hp. F.M. Cargo winch is also powered by 10-hp. F.M.

Lights around the clipper require a 10 kva. capacity transformer. The w.t. lights under canopy have heavy brass guards. There are 100 watt underwater bait light, one on each side of bait boxes. There is a 12" searchlight mounted atop the pilothouse, 500 watts.

The 16" power tuna tender is by Kettenburg Boat Works, and has for power a Chrysler Crown. Also there are 12' and 16" skiffs. Painting has all the topside using Woolsey; the anti-corrosive and bottom paint is Amercoat.

Sardine Situation Grim On Mid-California Coast

Sardine operations on the mid-coast of California were virtually a blank during the season's first two darks, the second of which ended Sept. 12.

San Francisco had received no fish whatever, save for a few truck-loads brought in from the south.

Monterey was almost as bad. The early days of the season were lost to price dispute, which turned out to be rather futile, as local deliveries of sardines by boat during the first two darks appears to have been limited to about 360 tons.

Most of the sardines received at Monterey came from the Avila and Morro Bay area and were trucked to Monterey for packing. This southerly area is that which was included this year in the waters where August and September fishing is permitted.

Even with this extra area, and with the development of highway hauling, sardine deliveries to Monterey to the time of the mid-September full moon were only about 8,000 tons, less than half the amount received their to comparable date in the failure year 1950.

The Southern California district, which was the mainstay of the industry in 1950, when the all-time record canned pack was produced, was to open with October, and vigorous operations were anticipated.

Ground Fillet Offal Frozen In Paper Bags For Fur Feeding

Branded, multi-wall paper bags are being used to package ground fish offal for freezing and western distribution by the Yaquina Bay Fish Co., Newport, Ore.

Utilization of fish heads, fins, skins, backbones and in some cases viscera for feeding fur animals is not new; and the Yaquina Bay company's operations are distinctive only in their use of paper bags to contain the ground material during freezing, and for protection in shipping.

Commoner practice is to run the sloppy, ground material into large pans for freezing in blocks. Dudley Turnacliff, partner in the Yaquina Bay company, explains that the branded sacks give the product identity, and that they eliminate the considerable labor involved in cleaning and handling the metal pans.

From the fillet-cutting tables offal produced in the Newport operation passes the liver-picking station, where livers and viscera are removed for vitamin processing. The carcases then are conveyed to the grinder, from which the material flows into the paper bags set-up on a revolving stand. As bags are filled they are shifted to a bag-sewer, where they are sewn shut. Closed bags are laid on their sides on pallets, which are picked up by fork truck and carried into the cold storage plant for freezing.

Bags hold 50 lbs. of ground offal. They are of three-ply construction, with the inner ply heavy, waxed kraft. The bags are manufactured by the Crown-Zellerbach Corporation.

Salmon, ocean perch and sole offal are kept separate, the bags being coded as to contents in these three categories.

Livers and viscera for vitamin oil extraction are also run into the bags for freezing. Yaquina experience is that the material freezes more rapidly in the bags than in the 5-gal. plug-top cans usually employed for this purpose.

The Yaquina Bay Fish Co. ships its bagged frozen fish through all the fur-farming districts of the country, notably Minnesota and Wisconsin, Montana, Colorado, Utah, Oregon and Washington.

Leonard Nelson, 41, well known New Westminster, B. C., fish buyer, was drowned in the Freser River August 20 when he slipped and fell from the deck of his 45' packer **Venture H.** His wife was with him on the boat at the time of the accident. Nelson, born on the Fraser and who learned the trade from his father, had been a buyer and collector for Johnston Fishing & Packing Co., New Westminster, for more than 10 years.

Capt. Guy Silva, who has had his veteran clipper **Emma R. S.** in Costa Rican waters all year, flew home to San Diego in September when "cease-fishing" orders were received. Meanwhile his vessel went into a yard for overhaul and repairs, to await resumption of fishing.

Keeps You Fishing

"Hortensia Bertin" Is Cutless Bearing Equipped

Soft Rubber Water Lubricated

If you fish for a living you know the importance of dependable propeller shaft bearings. The kind that gives years of trouble-free, QUIET operation. The kind that saves shafts and keeps boats out of drydock. That kind is CUTLESS—the soft rubber, water lubricated bearing—the bearing fishermen depend on to keep them fishing.

Large west coast stocks of popular sizes. Factory stocks to 10-inch shaft sizes available overnight by air.

See your ship repair yard, marine supplier, or write—

LUCIAN Q. MOFFITT, INC.
AKRON 8, OHIO
Engineers and National Distributors

B.F.Goodrich *Cutless* BEARINGS
PROPELLER SHAFT

SAN JUAN BRAND

TRADE MARK

Producers of

Fresh - Frozen - Salt - Smoked - Canned

Pacific Coast Fish Products

San Juan Fishing & Packing Co.

Foot of Stacy St. SEATTLE 4, U. S. A.

The Bait Hides the Hook

Expert anglers know that their bait must be attractive; and that, for best results, the bait hides the hook.

Sometimes fish will become sufficiently discerning to detect the well-concealed hook and to refuse the bait, even though it be most attractive.

As with fish, so with men—and government agencies.

An interesting example of how the bait of federal funds may be used to conceal the hook of federal authority occurred in late summer dealings concerned with fishery research in the Pacific Northwest.

Three meetings were involved.

At the first the United States Fish and Wildlife Service at long last admitted to the fish and game authorities of the northwest states—Washington, Oregon and Idaho—that too little is known of basic factors governing the movement of migratory fishes up and down dams. The Federal government acknowledged it has been building dams without adequate knowledge of their effect on fish resources, or of how fish life can be protected.

The Fish and Wildlife Service proposed that basic research on the factors affecting migratory fish at dams—research in biology, physics, hydraulics, engineering, chemistry, perhaps other sciences—be undertaken under a joint program to be planned and administered by two committees, one technical and one administrative. Individual units of the over-all program would be allocated to those agencies best fitted to undertake them. Costs—and here is the bait—would be borne by a Federal appropriation yet to be secured by the Department of the Interior.

The State agencies readily agreed with the need for such research. Millions are being spent for fishways without actual knowledge of whether they will work; or of whether the fish will live even after they have passed the dams—up or down.

Meeting No. 2 was held in Walla Walla, and it was there that the hook hidden in the beautiful bait of Federal funds began to be revealed. Perhaps the State agencies were tipped-off to what was coming. In any event, only the Washington Fisheries Department and the University of Washington were represented. Washington Department of Game, Idaho Department of Game, Oregon Fish Commission and Oregon Game Commission and Oregon Game Commission stayed home, administratively; although their technical people were present and active.

At the meeting Samuel J. Hutchinson, assistant regional director, U. S. Fish and Wildlife Service, chairman on the "Fishery Research Administrative Committee" presented a "memorandum of understanding" officially entitled "Agreement Covering Participation by Certain Federal, State, and other Agencies in an Engineering-Biological Research Program for the Maintenance of Anadromous Fishes."

In short, this memorandum of understanding provided that, inasmuch as the research would be federally financed, the U. S. Fish and Wildlife Service would have full supervision over the research program and the resource concerned. The States would surrender to the Federal government their real authority over their fishry resources of the Columbia River basin.

One provision was particularly objectionable. It required that all persons engaged in the research proposed under the program be *personally acceptable to the director of the Fish and Wildlife Service.*

Research by personally acceptable scientists is always subject to question. That's the kind they have in U.S.S.R.

The scant representation present at the Walla Walla meeting could take no action, and a third was arranged, to be held in Portland. Like the others before it, the press was not invited.

The state agencies were well represented, and they unanimously rejected any "memorandum of understanding" in which the beautiful bait of Federal funds concealed the hook of Federal domination. They stood fast for the simplest understanding under which the program could go forward, an understanding which would require no surrender of State sovereignty over State resources, no strictures upon scientists.

The States agree that the research contemplated is desperately needed; and that because Federal projects threaten State resources the money should come from the Federal Treasury. They want the research done by the best-qualified agencies under the same scientific standards and scientific freedoms that prevail where Federally-financed research is done for the Atomic Energy Commission and the Navy.

Shrimp Plant Makes Fresh Water from Sea

Difficulty of obtaining sufficient fresh water has prompted Pesquera de Topolobampo, S de R.L., Topolobampo, Sinaloa, to install a 200-ton vertical shell-and-tube condenser, driven by a 25-hp. motor. The condenser is set high above the waters of San Carlos Bay, on which the shrimp freezer is located, sea water raised about 100'. The equipment was supplied by R. E. Manns Company, Wilmington, and installation was supervised by Eduardo Rodriquez, the plant's superintendent.

"Southern Seas" Set-up

Jack Willis is again in overall charge of shrimp operations in Mexico's Pacific fishery for Wilbur-Ellis Company, which receives most of its layer-pack frozen shrimp from Productos Congelados, Guaymas and La Reforma, sold under "Southern Seas" and other brands. Felipe Puente is again the contact man, stationed at Guaymas. Shrimp inspector is Lee Marshall. Don Roberts, who was formerly inspector at Guaymas, is now in Peru for Wilbur-Ellis. Mr. Willis makes his headquarters at Marine Products Company, a subsidiary of the company, San Diego.

Canadian Canners Continue Salmon Advertising

Associated Salmon Canners of British Columbia, representing all the major salmon packers in the province, is continuing the merchandising campaign which was inaugurated two years ago with a view to developing the domestic market for canned salmon.

Directed by the Vancouver firm of James Lovick & Co., the 1951-52 advertising campaign for the canners was initiated in August covering daily newspapers across Canada and including color space in national magazines.

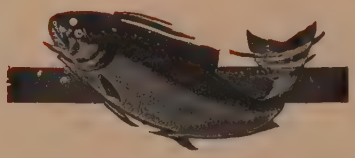
A Continuously Constructive Force in the Salmon Industry . . .

OCEANIC SALES COMPANY

3302 Smith Tower

SEATTLE 4, WASH.

CANNED SALMON



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Help yourself to even better ship telephone service

For more profitable ship-shore service... for added convenience in receiving the calls which often mean more business and greater safety at sea ... here are two telephone tips:

1. Call shore at definite times every day to find out if calls are being held for you.
2. Set up listening schedule and tell those ashore best hours to reach you.

For extra convenience, install selective signalling. Then operators can dial you directly.

To get this free booklet, call or write Pacific Telephone in your nearest large port city.

Pacific Telephone

MERCHANTS REFRIGERATING COMPANY

(Est. 1889)

17 Varick Street, New York 13, N. Y.

Proper facilities for handling and storing

FROZEN FISH
and
SEA FOOD

Warehouses:

New York City, N. Y.
Jersey City, N. J.
Newark, N. J.
Buffalo, N. Y.
St. Louis, Mo.
*Hopkins, Minn.

*Under Construction

FOOD FISH MARKETING

News and Views of National Trade in Fish and Shellfish

"Corrections" Ballast Salmon Market to Fairly Even Keel

September was a month of "correction" that served to square-up the salmon market, and by presstime the business of salmon selling seemed to be on a fairly steady keel and plugging along at a reasonable pace, although admittedly without setting records for pace and power.

O.P.S. led-off with a "correction" of the principal inequities in the ceiling situation by lifting the limits on Reds from $29 to $32 on talls, and from $18 to $19.25 on halves, starting the month off well.

September 1 closure of Alaska fishing, and the apparently modest Pink pack on Puget Sound, let everyone know the volume of salmon available within reasonable limits.

Then U. S. procurement indicated it would take some Pink talls, in view of the shortage of Reds. U. K. bought a bunch of British Columbia Pinks, dimming the prospect of shipment of Pinks from Canada to the United States.

Tall Tins are Firm

Before the middle of the month there seemed to be no more Red talls available at $29, with $31 the going price, although the ceiling is $32 and the supply short.

The Coho ceiling of $25 on talls was being protested, and most sellers withdrew their offerings until the petition could be passed on by O.P.S. Frankly, few seemed to hold much hope of a hoist. Nevertheless, Coho talls were firm and strong at $25, in view of the scarcity of Red talls and the announced willingness of the Army to take Coho talls as a substitute.

Pink talls, with a round million cases less to be sold than in 1949, were well-held at the $21 ceiling, and were reported moving in entirely gratifying volume. Here was the readiest selling item on the list. Pink talls could be retailed at 49¢, a price at which they tend to move readily. Quality, too, was good.

Chum Price "Corrected"

Chum talls were something else again at $18. They got scant attention at that level, and were reported to be available widely at $17, in some cases with an extra 25¢ advertising allowance.

This came to an abrupt end about Sept. 10 when one of the larger factors in this item announced a "correction" to $16. Reports from Chum distributing centers indicated instant results order-wise. The new pricing made them a 39¢ seller, at which they tend to go into consumption readily.

A somewhat longer-pull effect of this pricing will probably be to discourage import of fresh British Columbia Chums for canning on Puget Sound, a practice which last year produced an important volume of fall Chums, with packing continuing far into November, and with necessarily weakening effect on the market.

So much for Tall Salmon, where all items save Chums seemed strong, and these last were "corrected."

Halves were something else.

Halves are Hard Hit By Tuna Weakness

In the half-pound tin salmon shares the shelf with tuna, and salmon halves evidently have suffered from the price troubles currently besetting tuna.

Before this issue went to press Chum halves were offered at $9, down $2 or 18% from the last open quotation, and which is a lot bigger "correction" percentagewise than that applied to Chum talls. At that, Chum halves were still priced above Japanese solid-pack light meat tuna in brine.

Halves Red, despite the shortage in this item, never were able to muster strength enough to reach the new ceiling at $19.25. Most of them remained at the old ceiling of $18, with Red halves packed from frozen Bristol Bay fish offered at $17.50.

With Red halves relatively weaker than scarce Red talls, it was only natural to expect Coho halves to display a similar tendency. Here again "correction" was applied as September neared the midway mark—and by the same house which initiated the movement to $16 for Chum talls. Coho halves, which had been quoted generally at the $15 ceiling, were repriced at $13.

Field Reports Reveal Wide Regional Variations

Salmon sales reports from the field vary sharply, according to whether the area is one favoring Pinks, Chums, Reds or halves.

For example, Boston brokers reports extremely disappointing summer trade, and almost no interest in new-pack Reds at $31-18.

St. Louis, on the other hand, found plenty of business in Pink talls, and Chums at reduced prices.

Minneapolis buyers were cold to salmon, but Memphis liked Pinks at $21 very well indeed. Similarly Georgia and other Pink-Chum areas of the South.

Salmon in halves everywhere encountered serious competition from tuna. Retailers found it hard to sell salmon halves from the same shelf that offered tuna halves at prices as low as 18¢ per tin.

SEATTLE MARKET

Prices openly quoted at Presstime, f.o.b. Pacific Northwest terminal points, in cases of 48s.

SALMON	Ceiling	Quoted Price
Red, tall	$32.00	$31.00
Red, half	19.25	18.00-$17.50*
Pink, tall	21.00	21.00
Chum, tall	19.00	16.00
Chum, half	11.50	9.00- 11.00
Coho, tall	25.00	**
Coho, half	15.00	13.00
Chinook, fcy.	23.00	21.00- 23.00
Sockeye, hf.	22.00	20.00
Sockeye, mf.	21.00	19.00
ALBACORE, fcy.	——	14.00- 15.00
CRABMEAT, half	——	28.00

*Lower price for goods packed from frozen Bristol Reds.

**Most sellers withdrawn pending decision on petition for increase in ceiling price.

First Hands Inventories Heavy Despite Active Tuna Retailing

Canned tuna was apparently moving normally off grocers' shelves in early September, but sales pipe lines, filled to brimming with the heavy buying of January and February, were still not cleared, and the product was backing up in west coast packers' warehouses.

Estimates varied as to the inventories, but the general opinion was there were 3,000,000 cases unsold as of September 1. Moreover, the industry was suffering from "deals" which, for the most part, forced packers into unprofitable selling.

One bombshell that hit the Southern California in late August was a quotation by one packer of $9.00, grated, 48s, private label. This item had previously been quoted at from $10.00 to $10.50. The new price was instantly met by competitors, but no one was happy. As one canner put it, "It costs to pack a case of 48, ½s, grated, for raw fish, labor, cans, salad oil etc., but no fixed overhead added, at least $10.25."

Looking backward at the canned tuna situation, the product's quoted prices were 8.3% lower in July than in June; and 10.3% below the prevailing quotations of July, 1950. In the 1947 100-index comparison quoted prices, f.o.b. west coast were 84.3, a 16-point disadvantage.

The total pack for Southern California for the first eight months of 1951 was 219,429 cases behind last year, but some of this was taken up by an increased pack in northern California from imports of frozen Japanese Albacore.

According to reports, there were still unsold stocks of frozen Albacore in Japan, perhaps up to 3,000 tons. This will probably arrive in this country. The winter Albacore season in Japan will not start until December; Skipjack fishing though, will go on to early winter.

Packers hardly expected to receive much Skipjack from Japan; and fishing for Yellowfin and Skipjack along the coast of South America continued poor.

The market for Skipjack in Japan had firmed up considerably with proces offered for domestic distribution well above that for export, according to reliable reports.

Unless conditions changed considerably, the outlook for California for the entire year, may not reach 7,000,000 cases, as against 8,029,507 cases in 1950. As of September 1, no more than 750,000 cases, potential, was on the high seas, and this probably included the Albacore catch.

There were 200 idle clippers in Southern California ports by October 1, and very few were under sailing orders. The purse seine season was over; only a handful being engaged the year around; and the Albacore season was waning, with only a couple of the top canners interested in buying the fish.

Norwegian Bluefin Tuna Next on Import Lists

Bluefin tuna from Norway may sound like something fantastic, but qualified advices from Norway warn the American industry that Bluefin is coming from Norwegian vessels, and soon.

Current price for the fish at freezers is reported as 9c dressed; or 8c dressed at landing ports.

Samples of the Norwegian fish are reported to have been received by tuna canners on the American east coast.

Lantz Firm's Shrimp Sales Volume Good

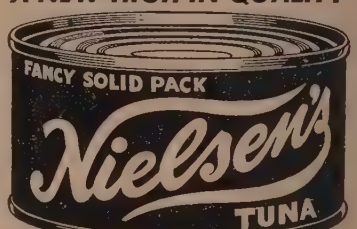
A. R. Lantz Company, Los Angeles seafood brokers, formed a year or so ago, had a most successful season, particularly with distribution of green shrimp from the Gulf of California, according to Gus Vellin, partner with A. R. Lantz. While handling other brands of shrimp, the firm's pricipal distribution was "Gift of the Sea," from San Felipe, northern part of the gulf. The concern is also Southern California representative for Shapiro Fisheries, Inc., Chicago, handling frozen halibut from that firm's Polar Fisheries, Ketchikan.

Whitney's Quality

Whitney's Best—Blueback and Chinook
Whitney's—Alaska Red Sockeye
Red Rambler—Fancy Cohoe Salmon Steak
Golden Shore—Chum

WHITNEY & COMPANY
Seattle, Washington

"A NEW HIGH IN QUALITY"



CALIFORNIA TUNA CANNING CO.
P.O. BOX 13074, SAN DIEGO 13, CALIF.
EARL M. NIELSEN, PRESIDENT

C. F. BUELOW COMPANY, INC.
Distributors:
ALASKA and PUGET SOUND CANNED SALMON
NORTHWEST TUNA and CRABMEAT
SMITH TOWER MAIN 4464 SEATTLE 4, WASHINGTON

St. Louis Summer Salmon Selling Late

Salmon sales in the St. Louis area were extremely slack through July, but picked up sharply in August, due in part to price concessions, particularly in the case of Chums.

So reported Edward Bosche of the A.C.L. Haase Co., one of the principal salmon buyers of St. Louis, who visited Seattle and Portland for a few days in September.

He said that there could be no doubt that tuna—which was selling in St. Louis at a phenomenal rate and low prices—provided very stiff competition for salmon, and captures a very large part of the Missouri housewife's fish-buying dollar.

Mr. Bosche made his quick trip to the coast in company with Robert P. Ellis of Ellis & Matthes, St. Louis brokers for the Kelley-Clarke Co.

Quality
Pink Salmon

KELLEY-CLARKE CO.
American Building
Seattle 4, Washington

ROBERT L. STIX, INC.
Sales Representative
CANNED & FROZEN FISH & SEAFOOD
260 West Broadway, N. Y. 13, N. Y.

The BUYERS' CORNER

In an effort to make the Food Fish Marketing feature of PACIFIC FISHERMAN of maximum use to canned fish buyers, this space will be devoted monthly to the development of topics of particular interest to men charged with the volume buying of America's fish supplies.

Size and Quality in Salmon

There are marked trends in size of fish, not only as to the several species, where the relative sizes are quite well known; but more interestingly within species from one season to another.

Puget Sound Sockeyes one year will run larger than another. The same is true of Southeast Alaska Pinks. This matter of variation in average size of fish is particularly notable in those species, such as Reds and Pinks, where the range of individual sizes within a year's run is comparatively small.

The 1951 salmon runs in several districts have been characterized by unusually large fish. This is particularly true on Puget Sound, where both the Sockeyes and the Pinks have been exceptional in size. The International Sockeye Commission reported in mid-season that the average weight of Sockeyes was above 7 lbs., a good half-pound above normal. Some fish weighing as much as 15 lbs. were reported, and boat loads averaging 7.2 lbs. were not unusual.

At the same time, the Puget Sound Pinks this year are running well above average.

The same is true of Southeast Alaska—where the size and general quality of this fish this season was reported in marked contrast to those of the cycle run in 1949, when the fish were small and the quality low.

As a general thing it may be said that the quality of the fish varies with size. The larger the better. This certainly tends to be true in the case of Sockeyes and Pinks. One obvious reason for this is that the larger the fish the less skin there is in the can, the fewer pieces of fish are required to fill the container.

Factors influencing the rate of growth of a salmon are not thoroughly known. Presumably they are due in some degree to competition, in freshwater, and in the sea. They may also be due in large degree to the abundance of other creatures on which the salmon feed. Certainly it seems that a run of Pink salmon which grows to extra size in two years of life, so that perhaps only 16 fish are required to fill a case, provides a better food product than do Pinks which grow more slowly and come back to spawn at their maturity with 24 or 25 fish needed to the case.

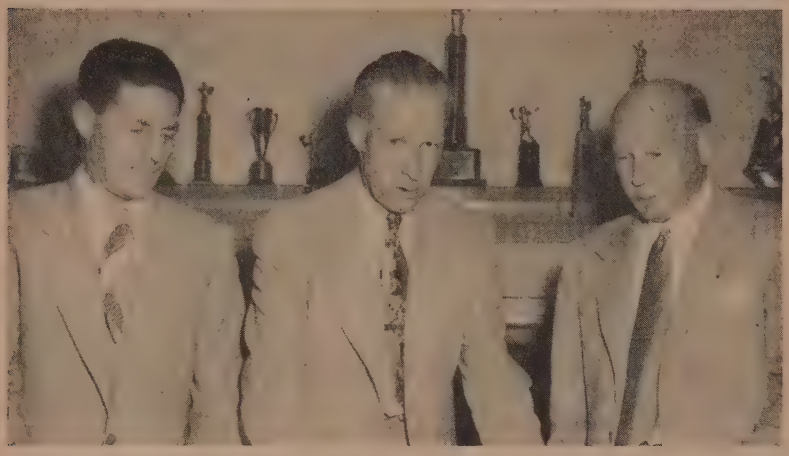
Like salmon, like beef. There's more, *and better,* eating in a young steer which grows to 1,100 lbs. of cornfed New York cuts in the feed lots than there is in his brother, who put together only 600 lbs of prickly pear and baling wire in the same time on the range.

But, getting back to salmon: the unusual average size of the 1951 salmon is one of the reasons why objective judges rate Southeastern Alaska Pinks and Puget Sound Sockeyes and Pinks as some of the best quality salmon of those grades which has ever been packed.

AT YOUR NEIGHBORHOOD FOOD STORE!

Canned Salmon and Tuna
—Factors for 32 Years—

F. A. GOSSE COMPANY
1800 Exchange Bldg.
Seattle 4, Wash.



Ed W. Chapman, Jr., last month was named sales manager for Pan-Pacific Fisheries, Inc., Terminal Island to handle sales in 47 states of the concern's "Top Wave" and "Lucky Strike" canned tuna; and "Sweepstakes" and "Lucky Strike" sardines and mackerel. Under arrangements just concluded with Parrott & Company, formerly exclusive sales agents for Pan-Pacific, that company will in future handle only California distribution. In this picture, Mr. Chapman, center, goes over merchandising plans for increasing sales nationally with Gerald "Red" Cigliano, president, left, and William C. Morehead, secretary-treasurer.

David Frohman, junior son in the Chicago fish brokerage firm of L. H. Frohman & Sons, spent much of August on the Pacific Coast, visiting principals in California, Oregon, Washington and British Columbia. In the Pacific Northwest he visited the Puget Sound and Columbia River packing operations of New England Fish Co., whose account his firm represents in the Chicago market.

COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON

Vancouver Canned Salmon Quotations

Openly quoted general commercial prices charged by packers to the wholesale trade, Canadian funds, f.o.b., Vancouver. The prices apply to domestic as well as export business.

VARIETY	PER CASE
Sockeye—	
Talls, 48	$36.00
Halves, 96	38.00
Quarters	21.50
Coho—	
Talls, 48,	27.50
Halves, 86	29.00
Quarters	17.00
Pinks—	
Talls, 48,	19.00
Halves, 96	20.50
Quarters	12.75
Chums—	
Talls, 48	16.50
Halves, 96	18.00

Mexican Pacific Shrimp Prices

Prices quoted September 1, f.o.b. storage, West Coast for Fancy, Premium brand, layer pack:

	Per lb.
Under 15	No quotations
16-20	65¢ & 70¢
21-25	55¢ & 60¢
26-30	50¢
31-42	40¢ - 45¢
43-65	35¢

Season opened around August 15 for bay fishing with cast nets. Shrimp, in most cases satisfactorily large, running 21-25, up, with some parcels of 15-20. None of under-15. Open water fishing began October 1.

Southern California Canned Fish Prices

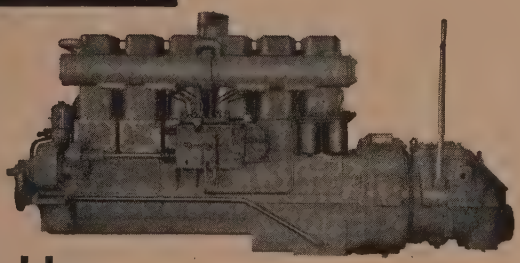
Quoted f.o.b. September 10.

TUNA	
Advertised brands:	
White Meat, Fancy	$10.00 to $16.50
White Meat, Standard	$15.00
White Meat, C&F	$13.00 to $14.00
Light Meat, Fancy	$14.75
Light Meat, C&F	$13.00
Light Meat, Grated	$10.00
Private Label:	
White Meat, Fancy	$13.00 to $14.50
White Meat, C&F	$12.00
Light Meat, Fancy	$12.50
Light Meat, C&F	$10.50 to $11.50
Light Meat, Grated	$9.00 to $10.00
D & L	$8.00
Tonno	
½s, 48	$14.75 to $15.75
¼s, 100	$15.75 to $16.00
MACKEREL	
Pacific, talls/nat, 48	$6.25
Jack, talls/nat, 48	$5.00
Jack, ovals, t/s, 48	$6.75 (export)
SARDINES	
(early quotations before season opening).	
Talls, nat., 48	$5.00 to $5.25
Ovals, t/s, 48	$7.00 to $7.25

D-100 DIESEL

100 HP. at 1000 R.P.M.

LATHROP



Here is a 6-cylinder, 4-cycle, medium speed engine designed for continuous duty. Weight: 4100 lbs. Bore: 5½". Stroke: 7". Displ. 998 cu. in. Available with this newly designed engine are: late-type reverse and reduction gears (ratios 1:1, 1.5:1, 1.75:1, 2:1, 2.5:1, 3:1), 24 or 32 volt generator, power take-off and auxiliary V belt drive. Write for Folder.

19 Models • 20 to 200 HP. Gasoline & Diesel Representatives at Key Ports

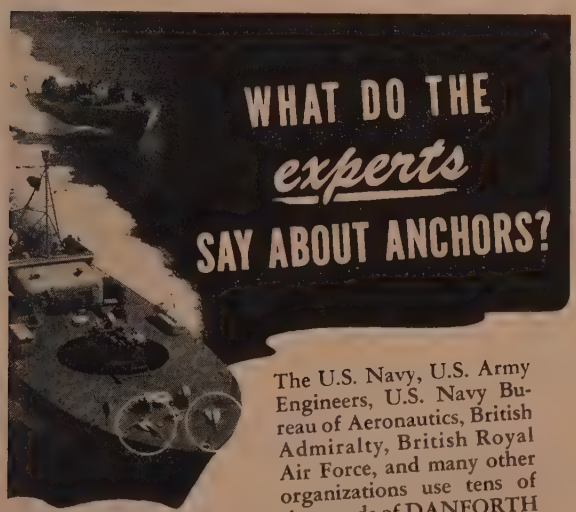
THE Lathrop ENGINE CO.
MYSTIC, CONNECTICUT
SINCE 1892 MANUFACTURERS OF RELIABLE MARINE ENGINES

ROPE as tough as the Fishermen who use it

TUBBS EXTRA SUPERIOR MANILA CORDAGE COMPANY

Just like the fishermen who are hardened to wind, weather, wetness and long hours on deck, TUBBS EXTRA SUPERIOR MANILA is a rope experienced at sea. Made on the coast and used by fishermen for more than 90 years, it has been steadily improved for greater dependability and longer life. Ask for TUBBS EXTRA SUPERIOR MANILA, available in all sizes, lays and types for commercial fishing.

TUBBS
CORDAGE COMPANY
SAN FRANCISCO • SEATTLE



WHAT DO THE *experts* SAY ABOUT ANCHORS?

Experimental aluminum-hulled PT's carrying DANFORTH ANCHORS. Danforths have been used for their light weight and dependable holding power on naval vessels in operations around the world.

The U.S. Navy, U.S. Army Engineers, U.S. Navy Bureau of Aeronautics, British Admiralty, British Royal Air Force, and many other organizations use tens of thousands of DANFORTH ANCHORS because of their *superior tested holding power.* We therefore urge you to anticipate your needs as far as possible . . . order your DANFORTH ANCHORS now!

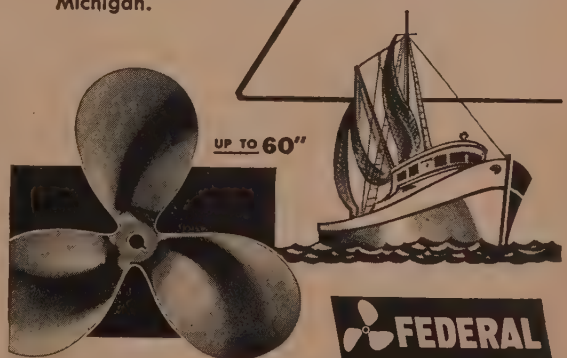
DANFORTH ANCHORS

2153 Allston Way
Berkeley 4, Calif.

★ FOR BETTER PERFORMANCE
★ GREATER FUEL ECONOMY
★ FULL ENGINE EFFECTIVENESS
★ ELIMINATION OF VIBRATION THAT RACKS HULL AND FITTINGS
★ CORROSION RESISTANCE THAT DOUBLES PROPELLER LIFE

Get a FEDERAL *Precision - Built* PROPELLER

selected to match your motor and hull requirements. See your Federal Dealer or write to us for propeller analysis form. Federal Propellers, Grand Rapids, Michigan.



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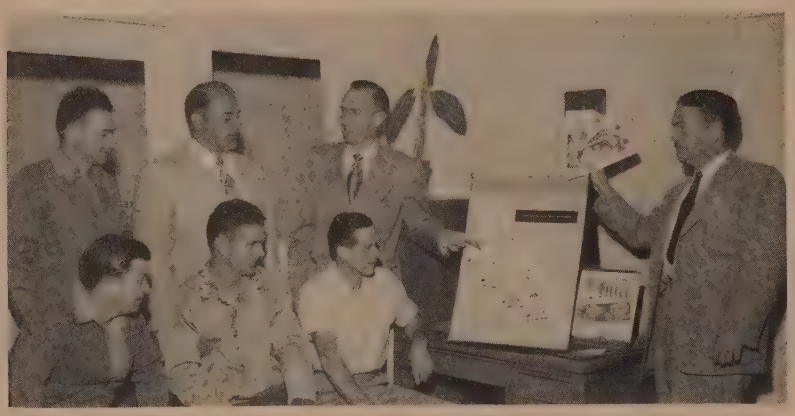
FEDERAL PROPELLERS



"SELLING THE SALESMAN." Rupert Brand fresh frozen fillets' campaign in Northern California was "pre-sold" to jobbers and their salesmen long before it reached the public. At the Marin Produce Company, San Rafael, Paul Ciampi and his salesmen hear the story from John Peterson of Washington Fish and Oyster Co. of California, and George Laws of David S. Hillman, Inc. of Los Angeles, Rupert Brand's advertising agency. Standing, left to right: Joseph Parachini, Ciampi, Peterson, Laws. Seated: Ciro Viviani, Bill Carr, John Sterling.

U. K. Will Spend $6.7 Million For 230,000 Cases B. C. Salmon

The United Kingdom will pay an average price of over $22 per case for canned salmon bought this year in British Columbia, if the total amount ordered is delivered.

Negotiating through the ministry of supply, the British government arranged with the Salmon Canners Operating Committee of British Columbia for the purchase of 230,000 cases of Pinks, 30,000 cases of Sockeye and 30,000 cases of Coho. The government will appropriate approximately $6,700,000 for this order, which is for a larger quantity and a higher total price than in 1950, although the proportion of Sockeye is sharply reduced.

Some deliveries have already been made on this contract and it is generally expected that it will be carried out without modification such as was necessitated last year when the Sockeye pack on the Fraser River did not materialize in the volume expected.

In 1950 the British government paid about $5,000,000 for its canned salmon purchases in British Columbia and in return received about 227,000 cases of all grades. The original stipulation had been for 78,000 cases of Sockeyes, 67,000 cases of Coho and 82,000 cases of Pinks, but this was sharply revised with more Pinks replacing a part of the Sockeye and Coho order.

While an improvement over last year, this year's British purchase was about $1,500,000 less than in 1949.

By specifying less than half as many cases of Sockeye this year, the British ministry aimed to make its dollars go farther.

More of the premium grades of canned British Columbia salmon will now be available for the Canadian domestic market, which has been buying in much greater quantity than formerly; and it is conceivable that some B. C. canned salmon may even hurdle the U. S. tariff now that it has been reduced to some extent.

Rare Military Tuna Purchase Announced

Something rare in tuna business, a substantial procurement proposition from the military, was announced in September.

The Navy wanted its fish in 13-oz. tins, 10,506 cases of domestic pack and 25,369 cases of export pack, all on the basis of 48 13-oz. flats. If this size tins are not available, the Navy will settle for 19,252 cases of domestic pack halves and 47,089 cases of export pack halves.

The Army wants its fish in halves, domestic pack, and asked bids for 179,795 cases.

Not a lot of business in a pack of 8 million cases, but it helps.

"Rupert Brand" Campaign Sells Retailers First

Launching a campaign with "a new idea"—to include the retailer and the jobber in its planning, as well as the consumer—British Columbia Packers, Ltd., packers of Rupert Brand frozen fish fillets, hopes to convince the retailer that at last a fish packer is concerned with the problems of "the man behind the cash register." Washington Fish & Oyster Co. of Calif., Bay Area sales agents, announce that the consumer portion of the campaign will break in October with a "saturation schedule" of television participations, large-space ads in leading newspapers, and a full list of dealer helps for retailers and jobbers.

A similar campaign, run as a test this Spring in Southern California, brought increased over-all dollar volume to retailers, not only on Rupert Brand, but on all frozen food commodities.

"Experience proves that such a constructive campaign as this helps everyone," said John Peterson, of Washington Fish & Oyster Co., recently. "Our advertising agency, David S. Hillman, Inc., of Los Angelus, made a 'before and after' survey of results, and during the campaign period, Rupert Brand's nearest rival showed approximately a 150% gain while Rupert Brand was showing 400%, in a 'brands bought and recalled' poll. In other words, the campaign increased business all around — Rupert Brand's increase was not made at the expense of others. It is our houe that the Northern California campaign will do the same."

San Carlos Has New Sales Quarters

The San Francisco sales office of the San Carlos Canning Co. are now in new and more spacious quarters in the Newhall Building, 260 California st.

Offices of the San Carlos Canning Co. have been in the Newhall Building for many years, but the company's operations demanded larger quarters, according to Angelo Lucido Jr., in charge.

Ets-Hokin & Galvan are now distributors of the **Surecho** depth sounder in Central and Northern California. They maintain offices at San Francisco, Oakland, Stockton, Monterey and Wilmington.

B. C.'s Foreign Customers Think Fish "Trop Cher"

British Columbia salmon canners' sales staffs view the situation with mixed feelings. They have no doubt that they can sell the unusually large and high-priced Sockeye pack, most of it in the Canadian domestic market, but they were not so confident about export business.

The canned salmon industry could afford to be quite happy over the prospect of one of the biggest Sockeye packs in years, because there is always a demand for Sockeye and the Canadian market, with employment and incomes at the present high levels, can absorb far greater quantities than ever before; but the salesmen were unable to summon the same jubilation as they saw the production figures for Pinks and Chums, the major export varieties, steadily rising. They were facing the argument, raised by some customers, that such grades at $17 to $20 a case can no longer be regarded as inexpensive, and they were being told that the competition of other fish and meat lines would be stronger this year as a result of this situation.

The exporters' problem was simply: Where can we sell? Most of them reported that export demand was slack, and it was assumed that in many cases the packers would be obliged to hold their stocks for a longer period than has recently been necessary.

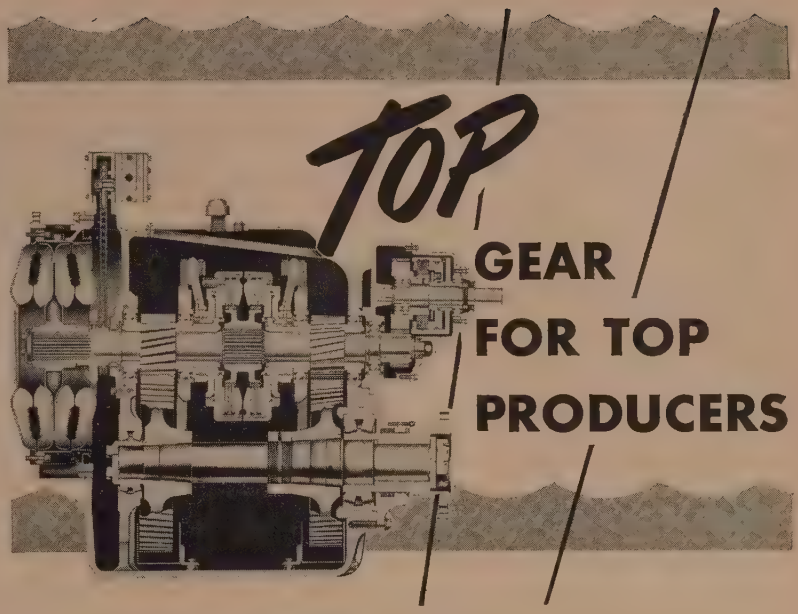
Frozen Halibut Trade Unhurried With Prices

Pacific sellers of frozen halibut to presstime had shown no disposition to press sales, or even to quote prices. On-hand stocks in Chicago were on the bargain counter, being available to 28c for mediums, *there*. New York on-hand halibut had higher price tags, running 30-31c.

Inquiry in Seattle showed that sellers generally had not published price lists, but expected the market would run 20 to 25% under last fall. It was indicated as this was written that a carload buyer could do business in the 25-26c range for mediums and large, fob. Seattle.

Frozen salmon pricing in a general way will wait the making of the pack of Silvers and Falls during the autumn months.

Paul Alsop, for many years with the Pittsburgh, Calif., and San Francisco operations of F. E. Booth Co., Inc., has been appointed plant superintendent at the Long Beach plant of the company. **Fred Visnow,** who has been in charge of boiler operations for years with the Booth company, has also been transferred to the Long Beach plant.



Fishing boat skippers fast are learning that the gear of the year is the new Twin Disc Hydraulic Coupling Marine Gear with HYDRO-TROLL Drive.

Take the Model MGHV-340, for example. Able to handle up to 350 hp, it offers full power in reverse, a built-in rear power take-off, finger-tip hydraulic actuation of the clutches—and HYDRO-TROLL.

The HYDRO-TROLL is a manually controlled unit which varies the fill in the hydraulic coupling. As the fill varies, so does the effective reduction to the propeller.

For low propeller rpm, the HYDRO-TROLL valve can be adjusted to increase the regular gear reduction by 1¾ (even more on the Model MGH-220) to keep the engine turning at higher speeds where engine fouling is prevented . . . keep generators turning at effective speeds. The engine, turning at increased speed, is in a position to provide plenty of power for any other auxiliary equipment run off the propulsion engine.

If you haven't seen the new Twin Disc Hydraulic Coupling Marine Gears, write today for Bulletin No. M-161—and then see your dealer.

P. S. *The hydraulic coupling dampens out engine pulsations and cushions shocks.*

Features like these are the reason you find the Twin Disc Model MGHV-340 Marine Reverse and Reduction Gear on the *Cape Pine*, 112-foot halibut boat and packer owned by the Canadian Fishing Company. A converted sub-chaser, the *Cape Pine* is powered with a Caterpillar D-386 Diesel turning a 58″ x 42″ wheel.

TWIN DISC
CLUTCHES AND HYDRAULIC DRIVES
REG. U.S. PAT. OFF.

Clutches & Hydraulic Drives

TWIN DISC CLUTCH COMPANY, Racine, Wisconsin • HYDRAULIC DIVISION, Rockford, Illinois

BRANCHES: CLEVELAND • DALLAS • DETROIT • LOS ANGELES • NEWARK • NEW ORLEANS • SEATTLE • TULSA

hy·wave fillets

Attractive one-pound packages in handy home refrigerator shape. Available varieties: LING COD, PACIFIC COD, ROCK FISH, SOLE, HALIBUT, SILVER SALMON, CHUM SALMON, PINK SALMON.

Also distributors of: Fresh and frozen Halibut and Salmon, Mild Cured Salmon, Canned Fish Products, Vitamin Oils.

MEMBER OF NATIONAL FISHERIES INSTITUTE

FISHERMEN'S FEDERATION, INC.

995 E. Cordova Street, Vancouver, Canada

FISHERMEN'S CO-OPERATIVE FEDERATION	EUREKA CO-OPERATIVE FISHERIES, INC.	HALIBUT PRODUCERS CO-OPERATIVE FRESH FISH DIVISION

Quality Prices FROM Quality Markets

Let the worlds fastest growing brokerage house make bigger profits for you.

We specialize in all types of frozen food sales with special emphasis on Fish and Frozen seafood. Our central location with close contacts throughout this Country, Canada, Mexico, Australia, South Africa and other foreign countries assures quick, profitable handling of your catch.

"Whether you buy or sell we will serve you well"

Write, wire or call us today for full details!

S&S CO

Stamm-Schulman & Co.

INTERNATIONAL FOOD BROKERS

343 S. Dearborn Street • Chicago 4, Illinois

BOSTON, MASS. 14 Commonwealth Pier — KILMARNOCK, VA. — LOS ANGELES, CALIF. 341 S. Central Ave. — NEW YORK CITY 234 Front St.

ARE YOU PLANNING TO BUILD A NEW TUNA CLIPPER? OR INSTALL NEW REFRIGERATION IN YOUR PRESENT VESSEL?

Get more refrigeration—yet save weight and valuable space with a

Carrier

REFRIGERATION SYSTEM

REMEMBER—More than 10,000 ships and boats are refrigerated by Carrier. "Marine refrigeration for over 30 years"

FELIX W. POWERS, OWNER

POWERS REFRIGERATION

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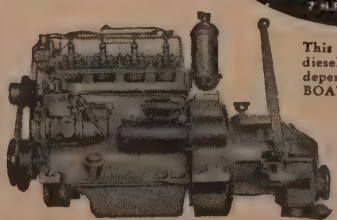
Contact me—and receive latest design of compact machinery for most efficient Refrigeration. Sizes: ¼ hp. to 200-hp. Single or double units, Ammonia, Freon, etc.

MARINE DIESEL

30 H.P.

Red Wing MARINE ENGINES

Full line of Gasoline and Diesel Types 7 H.P. to 200 H.P.



This newest "Red Wing" marine diesel engine delivers smooth, dependable power for WORK BOATS or PLEASURE CRAFT.

Choose a "Red Wing" engine, gas or diesel, 7 to 200 H. P., to fit your requirements. Write for descriptive bulletins covering all models.

"Red Wing" Diesels from 30 H.P. to 200 H.P.

RED WING MOTOR CO., RED WING, MINNESOTA

VITA FOOD

TRADE MARK

PRODUCTS, INC.

GENERAL OFFICES — NEW YORK CITY

Importers & Exporters — Producers, Packers, Smokers

FISH OF ALL KINDS

Mildcured and Frozen from all Principal Centers of Alaska

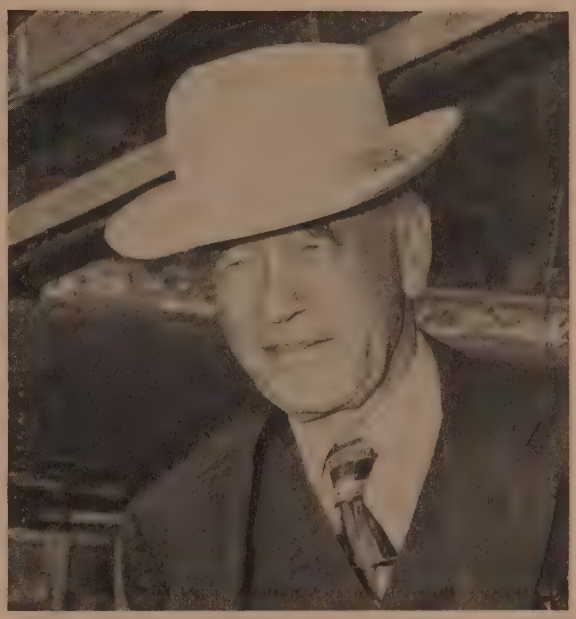
SEATTLE OFFICE — 1844 WESTLAKE NORTH

The Pioneer Retires as PACIFIC OYSTER INDUSTRY MARKS ITS 30th BIRTHDAY

Pacific oyster growing is an industry 30 years old this fall, and with that anniversary the pioneer — the man who first made growing of Pacific oysters from imported seed a business — announced his retirement from active part in it, and the transfer of his pioneering company to his son and son-in-law.

The man is E. N. Steele of Olympia, Wash., and the company the Rock Point Oyster Co., which he founded in 1921, and which first grew and sold in American waters oysters from seed imported from Japan.

For years these oysters took their name—Rock Points—from that of the only company marketing them. Then, as the industry expanded, the imported stock generally became known as Pacific oysters, while "Rock Point" continued as the brand name of the pioneering company.



E. N. Steele, founder and dean of the Pacific oyster industry, who this year retired from active participation in the Rock Point Oyster Co., with which he 30 years ago pioneered the growing of Pacific oysters from seed imported from Japan.

Young Men Take Over

In announcing his retirement from the Rock Point Oyster Co., Mr. Steele disclosed that he is being succeeded in its ownership and operation by his son, R. N. Steele, and Marshall Hinton, his son-in-law.

Both young men have had years of experience in all phases of the company's activities, and since their military service have been assuming more-and-more of responsibility. Now they have it all, and E. N. Steele steps back, proud not only of the business he built but also of the industry he pioneered.

He has served Pacific oystering long, as its advocate as well as its founder. He has been president and long-time director of the Pacific Coast Oyster Growers Association, N.R.A. code authority chairman, and for years chairman of the national resolutions committee of the National Fisheries Institute. On numerous occasions he has represented the Pacific oyster industry in the state and national capitals.

R. N. Steele and Marshall Hinton, new operators of Rock Point Oyster Co., expect to continue the company's course and standards along the lines laid down in its 30 years of growth and improvement. Samish Bay, in northern Puget Sound, produces oysters of excellence and character, and they are committed to a continuation of the standard of quality, sanitation, service and merchandising which E. N. Steele established and maintained as the keystone of Rock Point.

Looking down on the plant of the Rock Point Oyster Co. on Samish Bay, Wash., from the level of the Chuckanut Drive on U. S. Highway 99 a short distance south of Bellingham, Wash. The road here is some 225 feet directly above the plant, which stands on the site where Pacific oysters first were prepared for market 30 years ago.

Beginnings of the Business

It was in 1906 that E. N. Steele first entered the oyster business, three years after he arrived in Olympia, Wash., as a young attorney. In that year he acquired an Olympia oyster bed, which he has cultivated continuously for 45 years.

One of his employees on his Olympia oyster beds was a young Japanese, J. Emy Tsukimoto. Together with a countryman, Joe Miagi, who was em-

R. N. Steele, left, and Marshall Hinton, respectively son and son-in-law of E. N. Steele, who this fall acquired the Rock Point Oyster Co. which he founded in 1921 to pioneer the Pacific oyster industry.

ployed by John C. Barnes, he experimented for some years with bringing oyster seed from Japan and planting it in various locations around Puget Sound. On the basis of these experiments they settled upon Samish Bay as the location they thought best, and in 1919 they contracted to buy 600 acres of that tideland, on which they planted 400 bushels of imported seed. By the time the oysters were ready for harvest in 1921 anti-Japanese feeling was very strong on the Pacific Coast and the men were unable to market their oysters.

They then offered to sell their holdings to their former employers, E. N. Steele and John C. Barnes. The transaction was closed and Mr. Tsukimoto moved to Japan to develop and standardize the production and shipment of seed oysters. This he was successful in doing, and by 1928 the Rock Point company planting had grown to 3,000 cases from 200 cases in 1922.

One Fifth of Gross Put Into Merchandising

The growth in Rock Point see requirements from 1922 to 1928 reflects the success of the company's merchandising program. The task which faced Steele and Barnes in 1922 was monumental. They had a new and unknown product to offer to a market whose knowledge of oysters, and whose taste for oysters, was confined largely to the tiny Olympia native oysters.

The initial price of Rock Points was $5 per gallon, and company policy was to set aside $1 of the revenue from each gallon sold for promotion and market expansion. This was done largely through demonstration cooking and free samples at points-of-sale, supplemented by recipe folders.

Success of the merchandising program was immediate. From 1922 sales of 600 gallons, business grew to 15,000 gallons in 1928.

As was to be expected, growth of this kind attracted competition, which began about 1928 with plantings on Willapa Harbor, followed rapidly with others throughout much of Puget Sound, Grays Harbor, Oregon, California, British Columbia, and even Alaska.

Two views in the modern plant of the Rock Point Oyster Co. at Blanchard, Wash. Top views shows a close-up of shuckers at work. Note the specialized oyster knife favored by the veteran shucker in the foreground. Below shows the process and equipment for grading washed oysters as to size and condition, for packing in tin or glass.

About 18 years ago Mr. Barnes retired from the Rock Point Oyster Co., Mr. Steele acquiring complete ownership of the business, with O. L. Amos as general manager, a position he retained until his retirement along with Mr. Steele this year. Mr. Amos now devotes himself to his "Oyster Bar," which he had previously established on the Chuckanut Drive sector of U. S. Route 99 where it passes above Samish Bay and the Rock Point Oyster Co. properties. There he emphasizes a slogan: "The oysters we serve today slept last night in Samish Bay."

Seed Import Trade And Domestic Setting

Growth of the Pacific oyster business as an industry is reflected in its seed division. As with so many developments, it grew fast, and in some instances unwisely. The period of great growth came just before the Great Depression, and the industry passed through painful times. Those operations which emerged were well tested, the industry stabilized.

Today seed imports are handled through the Pacific Coast Oyster Growers Association, while the Washington State Department of Fisheries provides biological inspection before shipment in order to assure that the seed is free from drills or other injurious infestation. Total cost of the Pacific oyster industry's annual seed import approximates $400,000.

Mr. Steele in the '30s realized that a domestic supply of seed was most desirable, and headed a group who pioneered seed-catching experiments. There proved that Pacific oysters would spawn successfully where water temperatures were above normal, and that conditions conductive to substantial spawning could be expected every four or five years. Heavy domestic sets occurred in 1936, 1941 and 1946, with a smaller one in 1947.

Mr. Steele Steps Back

E. N. Steele retires from active participation in the operations of the Rock Point Oyster Co. he founded, but retains interest and interests in the industry he pioneered 30 years ago this fall.

The pioneer retires full of honor, for the industry which grew from his enterprise regards him well, counts him as its dean, respects him as a businessman and oysterman, devoted to the industry he founded.

B.C. Also Receives Japanese Tuna Imports

All frozen fish has been moving slowly as most markets have been receiving a considerable volume of fresh fish weekly, according to the Fishermen's Co-operative Federation in Vancouver, B. C., reviewing the situation for its affiliated groups throughout British Columbia.

Frozen halibut prices are still somewhat depressed, with a slight indication of strengthening in mid-August. The price on frozen silvers has been fair, but it hasn't reached the 1950 level.

The Federation reports heavy landings of Japanese tuna at British Columbia ports, both canned and frozen, at "very low prices."

The market continues very dull for vitamin oil, but the Federation expresses confidence that there will be more activity in the near future.

Henry H. Goodrich, vice president and Eastern representative of the New England Fish Co., visited the company's Seattle headquarters at the end of August for the first time since he went to New York City early last spring to establish the company's Atlantic Coast office. His elder son, Henry Goodrich Jr., entered the School of Fisheries of the University of Washington this fall.

Mechanical "Reefer" Cars Used in Tests

Three carloads of British Columbia frozen fish rolled eastward late in August over the Canadian Pacific Railway to test a new type of refrigerated car developed by the company in co-operation with the National Research Board of Canada.

One car was loaded by Canadian Fishing Co., another by the Fishermen's Co-operative Federation and a third by J. H. Todd & Sons. Halibut and salmon comprised the shipments, destined for Toronto an Montreal.

The Fisheries Experimental Station in Vancouver developed the form of mechanical refrigeration used in the cars.

Emard Tender Sinks

Canned salmon to the amount of $1,500 cases was lost in the Gulf of Alaska in the sinking of the Emard Packing Co. cannery tender *Smith*, a converted subchaser, as she was en route to Seattle from Anchorage in August.

Company records were lost aboard the vessel, which was valued at $70,-000; but the 10 men aboard were all saved.

John Richardson Visits Northwest Net Houses

John E. Richardson, Pacific Coast manager of The Linen Thread Co., Inc., made a late-August trip to Seattle from his San Francisco headquarters. It was a quick trip, but gave him an opportunity to talk business and customer supply with Jack W. Ashley, who will retire Sept. 30 as Northwest representative of the company, and Edward Cunningham, president of the Pacific Marine Supply Co., the netting firm's Pacific Northwest distributor.

Fish Divoteers Oct. 19

The 1951 fall tournament of the Fish Divoteers, Seattle's golfing fish ment and suppliers, will be held at the Sand Point Golf Club, Seattle, Oct. 19, it was announced the middle of September by Leif Eriksen, president.

Jack Repp, purchasing agent with **F. E. Booth Co., Inc.,** San Francisco, for many years, has been transferred to the Long Beach plant as office manager. **Stanley Kerley,** for many years with the San Francisco Sardine Association, has been appointed to take Mr. Repp's place as purchasing agent in San Francisco with the F. E. Booth Co., Inc.

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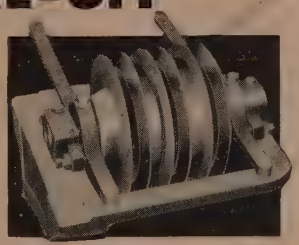

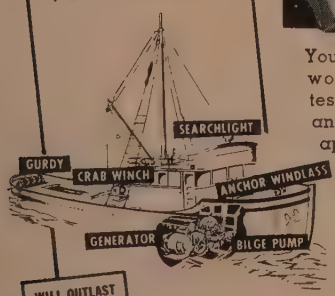

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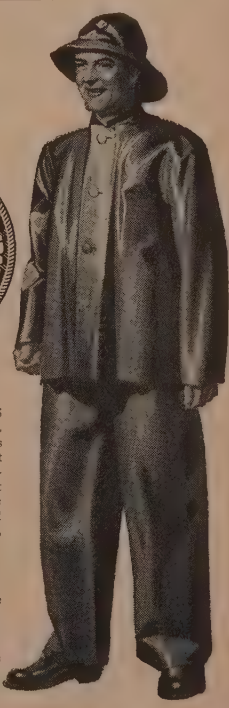

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RUFF-N-TUFF EUREKA SUIT (left) of cold GR-S Rubber has 30" *Jacket.* Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. *Overalls* with bib front and elastic suspenders, have cut-off strips.

PEERLESS SUIT (right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. *Overalls* have waist-tie cords; bib front; webbing suspenders.

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It's a little early yet for a picture, but this view gives something of an idea of the kind of facilities Depoe Bay will afford for fishermen once it is officially reopened. The picture is taken from the south abutment of the highway bridge, looking east across the bay to the concrete seawall and finger piers provided for fishing boats. The bay has been dredged and a settling basin constructed to prevent further silting. At the same time, the entrance channel has been deepened and a concrete breakwater constructed to break-up destructive surges across The Jaws.

Mackereling Productive; Market Demand Fair

Mackerel continued to pour into the California canneries during early September. Estimates for the first week were nearly 2,000 tons. Packers began to lose enthusiasm and to go slow in orders for additional raw fish.

Demand for canned mackerel was reported fair, with some export business being done with the fish packed as ovals in tomato sauce, quoted at $6.75. Jack was steady at $5.00; Pacific, 48, talls national, at $6.25.

Alaska Officials Fined For Illegal Fishing

Andrew Hope, Alaska territorial representative and chairman of the House Fisheries Committee; and William Walton, chairman of the Alaska Fisheries Board, both pleaded guilty to operating their purse seiners—"SJS II" and "Sea Ranger," respectively—before the opening of the Alaska season.

They were each fined $300 and members of their crews $225 each. Several other seiners drew comparable fines.

Medina's Whaling Heavy

Capt. Joe M. Medina, owner of the San Diego tuna clipper *Queen Mary,* and now operating a whale reduction plant on Pico Island, Azores, reported last month his fleet had taken 60 whales in a single day. That week's catch brought to 275 the total of whales harpooned and towed ashore to the station since it reopened several months ago.

Out Again to Get The Other Half-Fare

The San Diego tuna clipper *Charlene* last month figured in one of the most unusual circumstances in the annals of Southern California fishing. George Alameda arrived with the *Sun Hawk* with a load, discovered he had a long wait to unload. Meanwhile the *Charlene* had come into port with half a fare. With that fish still in her refrigerated holds, Skipper Alameda switched commands and took the *Charlene* out again to fill out her load.

Louie Mascola Master At Fiesta Fish Fry

Louie Mascola, plant superintendent for Pan Pacific Fisheries, Terminal Island, and former fisherman, was in charge of the big fish fry and cooked fish sales at the Fishermen's Fiesta in San Pedro, Sept. 21, 22 and 23.

Louis is known far and wide in Southern California as an expert in the preparation of fish of all kinds.

Pismo Clams Canned

South Pacific Canning Company, Long Beach last month received 10 tons of Pismo clams from Lower California beaches, and packed, by arrangement, 804 cases, in halves, round cans, 48.

Barbara Madruga, daughter of **Antonio L. Madruga,** assistant to General Manager **Harold F. Cary,** American Tunaboat Association, San Diego, was married August 19 to **James Crescenti.** Following the honeymoon the bridegroom, then in the U. S. army, was shipped to Korea.

Calif. Trollers Close Season Far Afield

The Humboldt Bay salmon fleet closed the season widely scattered along the northern California and southern Oregon coastlines.

Majority of the Eureka based craft were at Port Orford, Oregon, where they had consistent success. Others were fishing as far south as Point Reyes where good returns also were reported.

Off Eureka proper, the late season proved extremely sketchy.

The season on the California coast closed September 30.

Many Short Trips

In San Diego's tuna fleet the summer of 1951 will be remembered as producing many record short trips. Louie Castagnola made one trip with the *Conte de Bianco* in 30 days. Fifi Farmigiani, with *Mary Barbara,* completed a 29-day trip. Other quick operators are John Reis with *High Seas;* Roland Virissimo, *Hornet;* and Avelino Consalves, *Excalibur.*

Rescued at Sea

Rescued after 15 hours at sea in a dingy and a life raft made of oil drums lashed together, three men took a deep breath and gave thanks to the Navy when they were delivered to San Diego in September.

The men were Wilhelm Kellerman of Seattle, owner of the 49' Albacore-troller *Chinook Sportfisher,* and his crew, Douglas New of Long Beach and Fred B. Lloyd of San Diego.

The boat foundered after striking a submerged object at sea. The men were picked up by a Navy destroyer.

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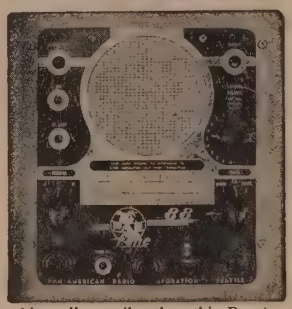

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LINES and LEADERS

Western Gear Expanding Pacific Production Facilities

Beginning of new construction that will increase gear-manufacturing capacity by 30% at the Lynwood, Calif. plant of Western Gear Works was disclosed yesterday by Thomas J. Bannan, president. This is reported to be the first in a series of expansion moves planned for this Southern California plant of the company, which is already one of the nation's largest manufacturers of gears and gear products.

Construction of a new plant by the same company is currently underway at Belmont, California. A third plant is located in Seattle. Associated companies operate plants in San Francisco and Houston.

New Bendix Depth Recorder Designed for Small Craft

Of special interest to owners of small fishing boats and pleasure craft is the announcement, made by the Pacific Division of Bendix Aviation Corporation, of the addition of a new model to their line of internationally known Bendix Depth Recorders. The new Bendix DR-10 is a compact, conservatively priced instrument designed expressly for small craft. Measuring 10-5/32" wide by 7-15/16" high by 8-3/4" deep, the new unit weighs only fifteen pounds. Platinum gray dull wrinkle finish has been used on the metal housing. Chart paper, fed through the instrument at the rate of 1/3" per minute, affords a clear, visible recording in the viewing window, and may also be retained for permanent reference.

The unit has a dual recording range—on one stage from 0 to 25 fathoms, and on the other from 25 to 50 fathoms. Soundings are made at the rate of 240 per minute.

Because of its compactness, the unit requires a minimum of space and, according to the manufacturer, may be owner-installed without special tools or knowledge of electronics.

The new Model DR-10 Bendix Depth Recorder is being distributed throughout Washington and Alaska by Pacific Marine Supply Co., Seattle, and in Oregon Marine Supply Co., Portland and Astoria.

Powers Refrigeration Handles Carrier in S. California

Felix W. Powers has formed his own refrigeration company, Powers Refrigeration, 1435 S. Santa Fe, Los Angeles, effective September 1. He formerly managed the refrigeration division of C. E. Howard Corporation, then a subsidiary of the Carrier Corporation, but which now has reverted to ownership by C. E. Howard Corporation.

Powers now operates in a large building and continues to represent Carrier industrial and marine refrigeration. His territory for marine is all of the California coast south of San Francisco. He will soon open a waterfront branch, probably at Wilmington, to service and supply parts for all Carrier marine installations.

With 45 years of experience in all types of refrigeration Felix Powers will now have the association of his son, Gilbert Powers, also an experienced engineer and former navy man. He will also add expert service men, particularly those specializing in fishing vessel refrigeration.

Carrier Corporation, Syracuse, N. Y. is one of the oldest refrigeration machinery manufacturers, and now the largest in the field. The company has expressed complete confidence in Felix Powers by selecting him to handle such a large territory.

New Bendix depth recorder in ultra-compact size of special interest to trollers and other fishing craft which can use a depth range to 50 fathoms, with full, permanent record.

More Nylock, Heavier Twine, Now Available

Recent announcement by Heminway & Bartlett Mfg. Co. of greatly increased availability of nylon specifically for Nylock, specially processed 100% nylon twine, emphasizes that this netting can now be supplied not only in greater quantity but also in a wide variety of sizes, according to N. C. Brownell of Brownell & Co., Inc., Moodus, Conn., sole distributors of the twine.

"For Example," Mr. Brownell pointed out, "West Coast salmon fishermen have been keen to try this netting in their industry but, due to the shortage of basic nylon and the inability to fill orders for heavier twines, they have not yet been able to acquire a sufficient quantity to prove Nylock's quality and effectiveness. The same has been true in the sardine industry. Now we are going right to work to manufacture and distribute heavier twines to meet their needs."

Nylock was perfected early in 1949 after considerable research and experimentation to eliminate stretch and knot slippage. It immediately took hold in the areas tested. Some fishermen said it caught 20 times as many fish as comparable cotton or linen. Added to this were the advantages that it does not need to be dried or treated with preservatives; it is strong, unaffected by mildew, fungus, oil or gasoline; and it is light and easy to handle.

Under the Heminway & Bartlett process, on which the patent is pending, the nylon is specially treated to lock the threads together to prevent slippage. Tests showed it retained superior tensile strength after use, absorbed a minimum amount of moisture and showed little discoloration.

The only problem was how to meet the tremendous demand. In order to distribute the Nylock as equitably as possible, Brownell & Co. has been allocating the available supply among five or six leading net manufacturers to meet, at least in part, the demands from their customers. Also to stretch the supply as far as possible, they concentrated on the finer sizes. New heavier twines and nets are available.

Charles Domm Handles Hart & Burns Paints

Charles Domm of 831 S. W. Vista Ave., Portland, Ore., has been appointed Pacific Northwest manager for Hart & Burns, Inc., specialty paint manufacturers of Riverside, Calif. Long well and widely known in the Pacific Coast fishery circles for his work as a merchandiser of marine paints, Mr. Domm will have charge of distributing Hart & Burns products in Washington, Oregon, Idaho, Montana, Alaska, and Del Norte and Humboldt counties in California.

He visited Seattle as one of his first trips in his new work and went over the situation there thoroughly with Mel Anderson of Seattle Marine & Fishing Supply Co., Hart & Burns dealer.

Vancouver Cummins Diesel Agency In New Quarters

Cummins Diesel Sales of B.C., Ltd., have become established in new quarters in Vancouver, B.C., at 1490 East Georgia Street. Eventually the company will have floor space there totalling 16,800 square feet.

F. P. (Fred) Clark became distributor of Cummins diesel engines in British Columbia in 1940.

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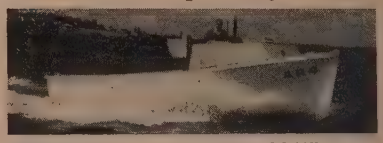
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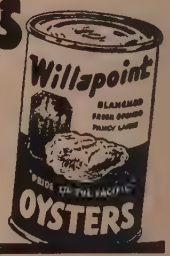

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Cummins diesel engines is the fact that more than 3000 units are in operation in British Columbia today.

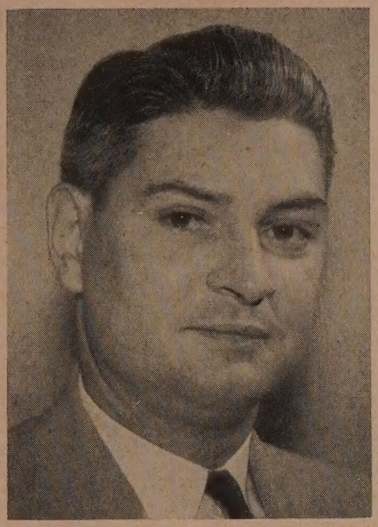
Universal Motor Offers Two New Light Plants

Universal Motor Company, Oshkosh, Wis., has announced development and production of two new economical models in their line of True Marine water-cooled light plants. Designated the M1240-MS and the M2140-MS, they replace two smaller Universal marine-type units, the M1232-MS and the M1800-MS, and are designed for below decks installation aboard inboard power craft and sailboats.

Featuring improved, more powerful engines, the two new compact models have capacities of 1200 and 2200 watts respectively.

Designed for practicability, dependability and economy, either of the two new Universals will fit into less than two feet of space in installation, and both are offered at the same prices as the units they replace in the Universal line. Complete specifications and price lists on these True Marine Light Plants can be obtained by writing the Universal Motor Company, 423 Universal Drive, Oshkosh, Wis.

M. E. "Brad" Bradford, formerly with the engineering department, Fisher Research Laboratories, Palo Alto, is now associated with Cromwell & Webster Radio Service, San Francisco, according to **Marvin Webster**, president of the company.



R. E. Erbentraut, above, is the new marine sales manager of the Sperry Gyroscope Co. Division of The Sperry Corporation. He is responsible for the sale of all commercial marine equipment, a field in which Sperry has pioneered for over 40 years. A graduate of the United States Naval Academy in 1939, he has been active in introducing marine radar, loran and improved type compasses and automatic steering controls which have proved so valuable to commercial fishermen.

Davis Cordage Manager Visits European Plants

H. W. Johnson, managing partner, Davis Cordage Co., San Francisco, accompanied by Mrs. Johnson, and their son Alen, are on a three month's business and pleasure trip to Europe.

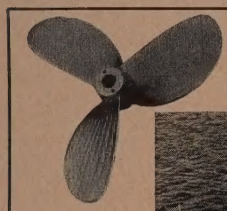
Davis Cordage Co. is the Pacific Coast distributor for the Fish Net & Twine Co. netting and twine. Sunset Line & Twine Co., Petaluma, manufacturers of Neptune nylon fishing leaders, is an affiliate of Davis Cordage Co.

The Johnsons visited linen manufacturers in Ireland, and Scotland, the Mustad company in Oslo, Norway, and also travelled through Holland ,Switzerland, Italy, France and England.

Western Gear Works Promotes H. E. Schrader

The promotion of H. E. Schrader to the executive staff of Western Gear Works was announced today by Thomas J. Bannan, president of the company. In his new duties, Schrader will assist B. A. Bannan, vice-president, in product development and research for Western Gear Works plants in Lynwood, Belmont, and Seattle; Pacific Gear & Tool Works of San Francisco; and South Western Gear Works of Houston.

Schrader has been with the company for 23 years and was formerly in charge of design and application engineering for the Lynwood plant of Western Gear. His new offices will be located in Lynwood, California.



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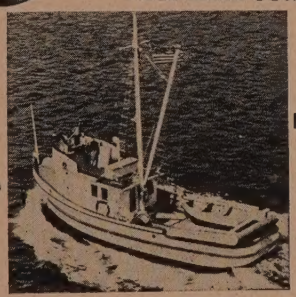

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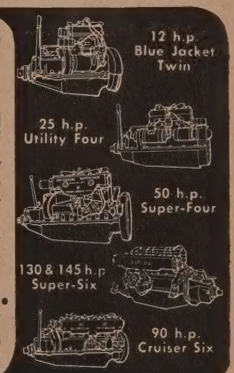

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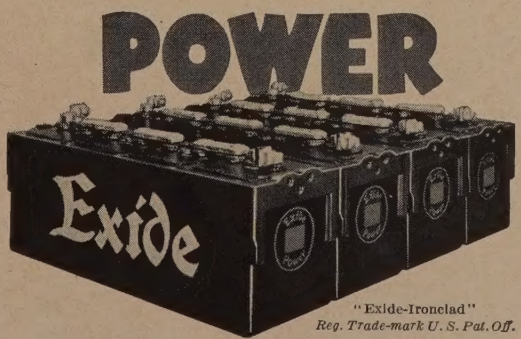

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